

SECTION IV

Financial Plan

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FINANCIAL PLAN

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FINANCIAL PLAN

OVERVIEW

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed" [23 CFR 450.324 (e)].

In addition to federal and/or state funded projects, the 2006 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

SCAG's 2006 RTIP utilizes the 2006 State Transportation Improvement Program (STIP), approved by the California Transportation Commission on April 27, 2006. The 2006 RTIP reflects the passage of the federal surface transportation reauthorization bill, the Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users (SAFETEA-LU). Programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based on the estimated distribution of funds provided by Caltrans to Metropolitan Planning Organizations. For the 2006 RTIP, revenues and programming estimates are expressed in year of expenditure dollars—consistent with the 2006 STIP.

Additionally, SCAG's 2006 RTIP relies on the financial forecasting model developed for the region's 2004 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2004 RTP set the framework for the 2006 RTIP.

The 2006 RTIP for the SCAG region is financially constrained as all programming totals are consistent with revenue estimates. The policy boards of the region's county transportation commissions and IVAG have approved their respective programs and committed the funds to implement the projects as listed in the RTIP.

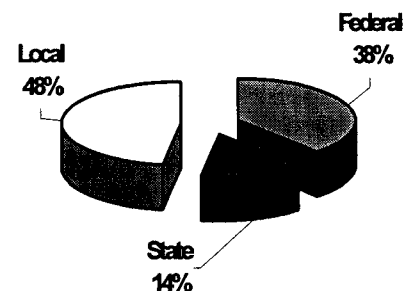
FINANCIAL CAPACITY

2006 RTIP Sources and Uses of Funds

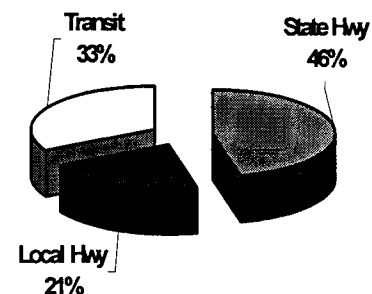
The following financial capacity analysis for the 2006 RTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2006 RTIP demonstrates financial constraint in the first two years of the program as required by federal statute [23 CFR 450.324(e)]. Additionally, SCAG's financial capacity analysis demonstrates that revenues are reasonably available in the third year of the 2006 RTIP and consistent with programmed levels for that year.

Further analysis of local, state, and federal funding shares are presented below. Total funds programmed for the SCAG region's 2006 RTIP is \$19.5 billion. Local funds represent 48% of total dollars programmed in the 2006 RTIP, followed by federal funds at 38% and state funds at 14%. Uses of funds in the 2006 RTIP for the first three years by modal category shows that state highway projects comprise 46% of total funds, followed by transit projects at 33% and local road projects at 21%.

	FEDERAL	STATE	LOCAL	TOTAL
2006/07	\$1,953,963	\$580,056	\$2,407,747	\$4,941,766
2007/08	\$1,978,305	\$878,593	\$2,271,698	\$5,128,596
2008/09	\$1,741,249	\$859,854	\$1,653,820	\$4,254,923
2009/10	\$1,466,473	\$272,715	\$1,640,572	\$3,379,760
2010/11	\$333,267	\$129,238	\$1,131,514	\$1,594,019
2011/12	\$37,256	\$8,215	\$185,493	\$231,964
TOTAL	\$7,510,513	2,728,671	9,291,844	\$19,531,028
% of Total	38%	14%	48%	100.0%



	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2006/07	\$1,839,387	\$1,296,985	\$1,805,394	\$4,941,766
2007/08	\$2,702,327	\$810,196	\$1,616,073	\$5,128,596
2008/09	\$2,007,547	\$878,067	\$1,369,309	\$4,254,923
2009/10	\$1,822,547	\$627,350	\$929,863	\$3,379,760
2010/11	\$535,732	\$405,367	\$652,920	\$1,594,019
2011/12	\$92,298	\$96,657	\$42,999	\$231,964
TOTAL	\$8,999,838	\$4,114,632	\$6,416,558	\$19,531,028
% of Total	46%	21%	33%	100.0%



Additional details about revenue sources and uses are presented in the California Department of Transportation-formatted tables located in Appendix D. There are a total of three tables for this comprehensive financial capacity analysis including a table showing revenue estimates for the first three years of the RTIP (FY06/07-08/09); a corresponding table showing total programmed amounts for the first three years; and a final table comparing revenue estimates against programmed amounts.

The 2006 RTIP for the SCAG region is financially constrained. All programming totals are consistent with revenue estimates. The policy boards of the region's county transportation commissions and IVAG have approved their respective programs and committed the funds to implement the projects as listed in the 2006 RTIP.

Operating and Maintaining the Existing Transportation System

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with FHWA/FTA guidance on fiscal constraint requirements, the SCAG region addresses system level operation and maintenance needs/costs in addition to capital projects in both the RTP and the RTIP.

As a part of the region's baseline commitment, the 2004 RTP addresses operations and maintenance expenses for both transit and roadways. Roadway operation and maintenance costs are reflected for the state highway and local arterial systems that are a part of the SCAG region's network. The region's baseline commitment for highways and arterials in the 2004 RTP total \$18.3 billion through the horizon year 2030. Additionally, transit operation and maintenance (including rehabilitation costs) totals \$57.7 billion through the year 2030.

Although the SCAG region is anticipated to have a closely balanced revenue-to-cost forecast to operate and maintain the current system at a relatively adequate level with existing resources, the region recognizes the importance of obtaining additional funding to address diminishing tax returns and escalating needs of an aging infrastructure. Accordingly, the region continues to advocate for increases in the state gas tax to maintain historical purchasing power, and in turn address infrastructure preservation. Above the baseline commitments referenced, the 2004 RTP also sets aside \$6.5 billion in gas tax revenues reasonably assumed to be available in the out-years with tax rate increases for infrastructure preservation—for state highways and arterials.

This core commitment to operating and maintaining the region's existing transportation system is reflected even during the near term years of the 2006 RTIP, generally implementing the policy and planning goals of the RTP. Major funding/programming categories for operation and maintenance commitments in the 2006 RTIP are highlighted below. Associated programming dollars for operations and maintenance in the 2006 RTIP are detailed in the Expenditure Summary by Program Category report under Appendix D.

- **(SHOPP) – State Highway Operation and Protection Program**
State gas tax revenues are used for operations, maintenance and rehabilitation of the highway system. SHOPP revenues are taken “off the top” before allocations are made for the STIP. The Ten-Year SHOPP plan is developed by Caltrans and provides the framework for the short-term SHOPP. The 2006 SHOPP is reflected in this RTIP.
- **SCAG Regional Arterial System/Local Streets and Roads** – The cost of maintaining the region’s arterial network/local streets and roads are incorporated into SCAG’s financial analyses for both the RTP and the RTIP. SCAG reviews a number of local pavement management systems and additional arterial network studies conducted by the region’s local entities including the county commissions—for example, LACMTA’s System Preservation Needs Assessment Study. Additional data is collected from the Assembly of Statistical Reports published annually by Caltrans, and the California State Controller’s Reports.
- **Transit Operation and Maintenance** – SCAG reviews operation and maintenance data from the most recent short range transit plans (and strategic plans or long range plans as may be available) for the major transit operators in the region including the following: Omnitrans (San Bernardino County), Riverside Transit Agency and Sunline Transit (Riverside County), South Coast Area Transit (Ventura County), LACMTA (for all LA County operators), and OCTA (Orange County). Data on Imperial County transit programs are collected from Imperial County Public Works. Additionally, annual budgets as well as strategic plans are reviewed for the Southern California Regional Rail Authority—the Region’s commuter rail system.

Costs/Needs analysis for transit operation and maintenance include fixed route services (bus, urban rail, light rail and commuter rail), community shuttle services, paratransit and dial-a-ride services. In addition to operations and maintenance, the SCAG region’s transit cost assessments reflected in the 2004 RTP and programmed in the 2006 RTIP, incorporate replacement and rehabilitation needs of transit vehicles for both existing and near-term expansion services. Despite the fiscal challenges in recent years, transit operators in the SCAG region have been able to adequately expand their capital facilities/services while meeting current operations and maintenance functions.

FINANCIAL CONDITION

In developing the financial plan, SCAG fully assessed the region’s financial condition including its economic vitality and activities, debt management history, and stability of revenue streams as these conditions pertain to transportation. The following provides a synopsis of the analyses conducted to guide transportation revenue forecasting efforts.

Economic Vitality of the SCAG Region

The population in the SCAG region, the nation’s second-largest metropolitan area, grew by 1.9 million persons or 13 percent, during the 1990s to more than 17 million in 2003. This represents

6 percent of the national population, equivalent to about 1 in 17 persons in the United States residing in the six-county SCAG region. Riverside County grew 32 percent to 1.6 million, San Bernardino 20.5 percent to 1.7 million, and Orange 18.1 percent to 2.8 million. Even a modest growth rate in Los Angeles County accounted for slightly over one-third of the region's population growth over the last decade.

The California Department of Finance estimated that the population in the SCAG region increased at a compounded annual rate of 2.1 percent between April 2000 and January 2002, slightly higher than the rate for the State as a whole. In 2002, while gaining about 330,000 people, the region lost 22,000 jobs and had a slight decline in per capita income. The unemployment rate in the region (6.1 percent) was higher than the national average (5.8 percent) but lower than the State average (6.7 percent).

Population growth resulted from large net increases in three population groups: aging "Baby Boomers," their young children the echo-boomers, and immigrants mostly from Mexico, Central America and Southeast Asia. The national increase through births accounted for most of the population gain in the region, as births over deaths accounted for two-thirds of population gain.

At the same time, nearly 400,000 housing units were added between 1990 and 2000. This brought the housing stock in the region up to 5.7 million units. Housing construction gains were in line with the net job increase in the region. Southern California added a half million jobs over the last decade, or 1.3 jobs were added for every housing unit. Population growth outpaced household, housing, and job growth.

Sales tax revenues have grown about 5 percent per year on average for the region as a whole over the past decade. Despite the economic cycles encountered by the State, the SCAG region with its diverse employment base and population influx has continued to see growth in its sales tax base.

Nevertheless, per capita income and average payroll levels per job have declined in Southern California as measured against other major metropolitan areas in the country during the last decade. For instance, median income dropped over the decade, falling from \$47,760 in 1990 (after adjusting for year 2000 dollars) to \$45,903, or a drop of 4 percent. Poverty levels have increased steadily over the past 30 years in the region, rising from about 10 percent in 1970 to nearly 16 percent in 2000. During the last decade, median home values in California and the most populous areas of the region have risen due to construction activity lagging behind population growth, low inventory and historically low interest rates. Median home values in California now exceed the \$350,000 mark, which is more than double the national median.

Among the nine largest metropolitan areas, the SCAG region has the lowest average payroll per job. When comparing per capita income among the 17 largest metropolitan regions in the nation, the region dropped from the fourth highest in 1970, to 7th in 1990 and 16th in 2002. Based on the 2000 Census, close to one in six persons of all ages and one in five children under 18 in Southern California are in poverty. During the 1990s, poverty rates for both measures increased significantly in the region while decreasing at the national level. Among the nine largest metropolitan regions in the nation, the SCAG region had the highest poverty rate among persons

of all ages, and among children under 18. Unlike Southern California, many of the largest metropolitan regions reduced poverty rates during the 1990s, particularly for children under 18.

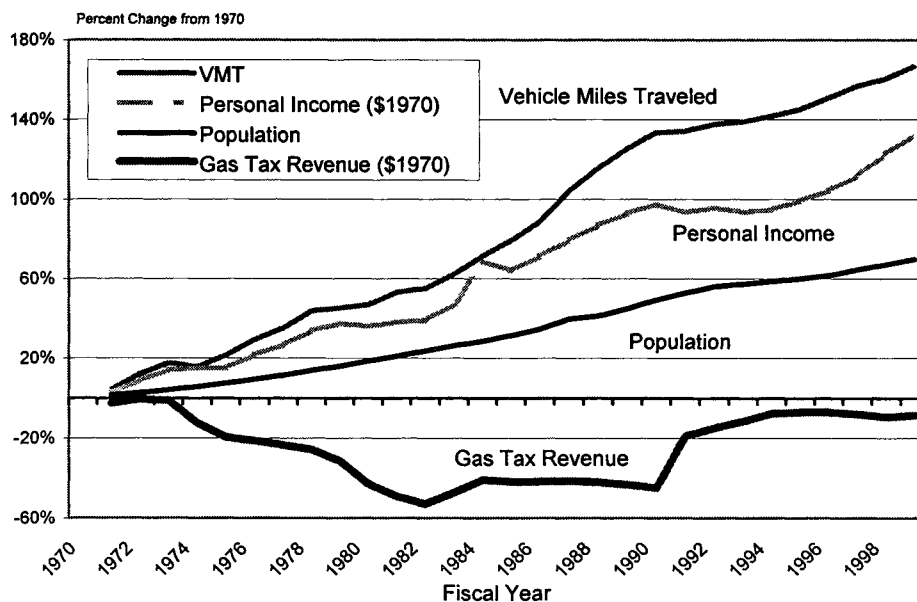
Analysis of Economic Activities Affecting Transportation Revenues

General economic as well as demographic trends and conditions cited above directly impact transportation revenues for the SCAG region. The growth trends associated with some of California's primary transportation funding sources in relation to the growth in important economic and social factors such as population, vehicle miles traveled (VMT) and personal income, reflect the ongoing fiscal challenges facing the region.

As the following graphs show, historically transportation revenues have lagged behind the growth in population, VMT and personal income. On a constant year's basis, the three factors have outpaced transportation funding in significant proportions. Using 1970 as the base year, the relative purchasing power of state gas tax revenues since 1970 has not reached the level attained in 1970, even with the doubling of the tax starting in 1991 (see Graph 1). Only since the advent of local transportation sales taxes have the revenues been above the 1970 purchasing level (see Graph 2).

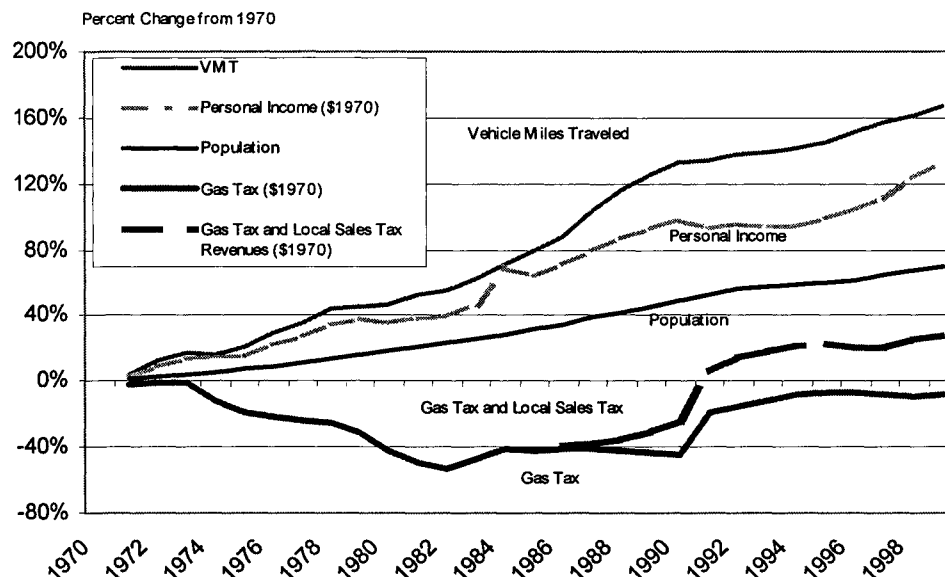
Graph 1

Percentage Change in VMT, Personal Income, Population and Gas Tax Revenue Since 1970 Statewide Totals



Graph 2

**Percentage Change in VMT, Personal Income, Population
Gas Tax Revenue and Local Sales Taxes Since 1970
Statewide Totals**



Debt Management History

The local county transportation commissions in the SCAG region issue both short and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery as may be necessary. Short-term debt instruments have included commercial paper, tax and revenue anticipation notes, as well as grant anticipation notes (GANs) to provide interim or up-front cash for projects, temporarily bridging cash flow shortfalls.

Among the commissions' general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements¹; to obtain the highest possible credit ratings and in turn, the lowest possible cost of borrowing; as well as to minimize risk exposure as may be applicable to specific debt instruments (i.e., variable rate debt and/or derivatives). Each commission has developed and continues to update their respective debt management policies.

Specifically for debt issuance secured by local sales tax programs, there are limitations by local county transportation commissions as to the amount of debt that can be incurred at any time. For example, under the provisions of Measure A, as amended by Ordinance No. 92-1 (Measure AA), Riverside County Transportation Commission (RCTC) limits their outstanding debt to \$525 million to carry out their transportation projects. As of June 30, 2005, RCTC's outstanding debt

¹ For example, RCTC maintains a 2x debt service coverage as per its Comprehensive Debt Management Policy.

consisting of sales tax revenue bonds was \$124.3 million. Additionally, RCTC's outstanding commercial paper notes were \$30 million.²

As of June 30, 2005, Orange County Transportation Authority's (OCTA) outstanding debt comprising bonds, commercial paper notes, and certificates of participation was \$658 million, net of unamortized amounts. The current portion of this debt totals \$110 million. Final maturity of the Measure M Sales Tax Revenue Bonds is scheduled for 2011, when the current Measure M sales tax program expires.³

The Los Angeles County Metropolitan Transportation Authority's (LACMTA) outstanding debt (both long-term and commercial paper notes) totals \$5.1 billion. Of this total, Proposition A and C Sales Tax Revenue Bonds account for \$3.0 billion.⁴ Debt policy maximums are set at percentages of sales tax revenues in categories of allowable uses.⁵

San Bernardino Associated Government's (SANBAG) debt limitation (of the aggregate principal at any one time) for local sales tax secured bond issuance is set at \$500 million.⁶ SANBAG's current outstanding debt totals about \$169.9 million as of June 30, 2005.

Debt has been issued in the past and will continue to be utilized to facilitate the delivery of transportation projects throughout the region. On March 10, 2004 the State of California issued \$615 million in Federal Highway Grant Anticipation Revenue Bonds (GARVEE bonds) – the inaugural issue of its GARVEE obligations with serial maturities from 2005 through 2015. This is the only issuance of GARVEE obligations to date.⁷ As of April 1, 2006, there was \$525.5 million principal amount of Series 2004A Bonds outstanding. GARVEE bonds are tax-exempt anticipation notes secured by annual federal appropriations for federal aid highway projects.

The California GARVEE bond program was legislatively enacted in 1999 and subsequently expanded. The Series 2004A State of California GARVEE bonds include the following SCAG regional projects:

- Riverside County SR-60/SR-91/ I-215 Interchange;
- Los Angeles County I-5 HOV Lanes;
- Los Angeles County I-405 Auxiliary Lane; and
- Los Angeles County I-405/Highway 101 Gap Closure.

² RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2005.

³ OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2005.

⁴ Balance as of January 2004.

⁵ For example, debt limit at 87% of Prop A 35%; 40% of Prop C 40% Discretionary revenues; 60% of Prop C 25% Highway; 40% of Prop C 10% Commuter Rail.

⁶ SANBAG, through various financing mechanisms, has actually issued more than \$500 million over the course of Measure I.

⁷ As of April 2006.

All projects are now under construction. GARVEE bonds require the county transportation commissions to pledge future STIP dollars to pay for these advances, restricting out-year STIP funding decisions. Such limitations have been considered in the development of the 2006 RTIP.

In recent years, various loans, transfers, and other funding actions intended to improve the State's General Fund condition, has significantly impaired state transportation funding. Due to funding constraints, future GARVEE financing has been suspended until federally-required state matching funds can be identified. The Office of the State Treasurer indicates that the earliest GARVEE issuance would be during FY2006/07, although it is possible that issuance could be delayed even further.

GARVEE DEBT SERVICE REFLECTED IN THE 2006 RTIP (\$1,000)						
COUNTY	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	TOTAL
<i>Los Angeles</i>	\$ 6,899	\$ 6,899	\$ 6,899	\$ 6,899	\$ 6,899	\$ 34,495
<i>Riverside</i>	\$ 22,611	\$ 22,611	\$ 22,611	\$ 22,611	\$ 22,611	\$113,055
Total	\$ 29,510	\$ 29,510	\$ 29,510	\$ 29,510	\$ 29,510	\$147,550

Stability and Reliability of Revenue Base

State transportation funding remains unstable and inadequate. The California Transportation Commission reports that revenues derived from the per-gallon fuel tax and from truck weight fees are insufficient—even to meet ongoing state highway maintenance, operations, and rehabilitation needs.

Just a few years back, the State had a transportation improvement program that was funded almost exclusively from user fees (fuel excise taxes and weight fees) and protected by the California Constitution. State funding for transportation improvements is now dependent on sales tax transfers, including Proposition 42 transfers and direct transfers to the Public Transportation Account (PTA).

Much like the Proposition 42 transfer, the spillover transfer (a sales increment resulting from the last per-gallon tax increase in 1990, and the sales tax on diesel) has been diverted to the State General Fund over the last five years. These revenue sources have been subject to suspension and diversion through the State's annual budget process. Because of this funding instability, regional/local agencies in the SCAG region and elsewhere throughout the State have found themselves backfilling with local sales tax revenues.

Legislative initiatives to address and reform the State's transportation funding challenge are more critical than ever before. To date, legislative proposals to inject private funding into the

State's transportation system was successful with the passage of Assembly Bill 1467, authorizing both the California Department of Transportation and Regional Transportation Planning Agencies to participate in Public Private Partnership (PPP) agreements for selected good movement facilities.

Also, several Constitutional amendments were introduced in the Legislature this year to protect Proposition 42. Senate Constitutional Amendment 7 (SCA 7) will provide greater protection of transportation funds as follows:

- Limits the ability to suspend Proposition 42 transfer no more than twice in any 10-year period.
- Requires that funds not transferred due to suspension be repaid in full by the end of the third fiscal year following the year of suspension.
- Prohibits suspension of Proposition 42 transfer in any year in which a prior suspension has not been fully repaid.
- Requires funds not transferred due to suspension prior to July 1, 2007 to be fully repaid by June 30, 2016, with a minimum of 1/10 being repaid each year.
- Authorizes the Legislature to provide by statute for the issuance of bonds by state or local agencies that would be secured by the minimum annual transfer of repayment of suspended funds.

SCA 7 will be placed on the November ballot for voter approval. Additionally, the State's infrastructure bond initiative totaling \$19.9 billion could augment existing transportation revenues for the State—subject to voter approval as well.

Appendix A

Funding Sources



FUND SOURCE LISTING

FUND	DESCRIPTION	SOURCE
1112	RECREATIONAL TRAILS	FEDERAL MISC
5207	INTELLIGENT TRANS SYS	FEDERAL MISC
5307	FTA 5307 UZA FORMULAR	FTA
5308	CLEAN FUEL FORMULA	FTA
5310	FTA 5310 ELD & DISABI	FTA
5311	FTA 5311 NON-UZA	FTA
5313	STATE PLNG & RESEARCH	FTA
5394	ROGAN HR5394	FEDERAL MISC
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL MISC
5307-OP	FTA 5307-OPERATING	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
AB2766	STATE AB2766	STATE MISC
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL MISC
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BUREAU OF INDIAN AFFAIRS	FEDERAL MISC
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CBIP	FHWA CORRIDORS & BOARDERS PROGRAM	FEDERAL
CITY	CITY FUNDS	LOCAL
CMAQ	CONGESTION MITIGATION AIR QUALITY	FEDERAL
CMOYER	CARL MOYER FUNDS	STATE MISC
CO	COUNTY	LOCAL
DEMISTE	DEMONSTRATION - ISTEAL	FEDERAL MISC
DEMO	DEMONSTRATION -PRE ISTEAL	FEDERAL MISC
DEMOACE	DEMONSTRATION -SAFETEALU	FEDERAL MISC
DEMOTL	DEMONSTRATION -SAFETEALU	FEDERAL
DEMOT21	DEMONSTRATION - TEA 21	FEDERAL MISC
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPARTMENT OF COMMERCE	FEDERAL MISC
DOD	DEFENSE FUNDS	FEDERAL MISC
DS-NG-G	GARVEE DEBT SERVICE	STATE
EDA	EDA GRANT	FEDERAL MISC
ER-LOC	EMERGENCY REPAIR - LOCAL	FEDERAL MISC
ER-S	EMERGENCY REPAIR - STATE	STATE MISC
ERVUMF	EASTERN RIVERSIDE TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
GEN	GENERAL FUNDS	LOCAL
GRV-NH1	GARVEE-NAT'L HWY IIP	LOCAL
GRV-NHR	GARVEE- NAT'L HWYRIP	LOCAL
GRV-STI	GARVEE-STP IIP	LOCAL

FUND SOURCE LISTING

FUND	DESCRIPTION	SOURCE
HBRR-L	BRIDGE - LOCAL	FEDERAL
HBRR-S	BRIDGE - STATE	FEDERAL
HPP-ACC	DEMONSTRATION-SAFETEA-LU – ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HUD	HOUSING & URBAN DEV	FEDERAL MISC
I	INTERSTATE	FEDERAL
IM	INTERSTATE MAINTENANCE	FEDERAL
IM -EAR	INTERSTATE MAINTENANCE - EARMARK	FEDERAL
IM-4818	INTERSTATE MAINTENANCE. HR4818	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE	FEDERAL
IM-RIP	INTERSTATE MAINTENANCE	FEDERAL
IM-SHOP	INTERSTATE MAINTENANCE SHOPP	FEDERAL
IS	INTERSTATE SUBSTITUTE	FEDERAL
LOC-AC	LOCAL – ADVANCED CONSTRUCTION	LOCAL
LTF	LOCAL TRANS FUNDS	LOCAL
MELLO	MELLO ROOS	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROG.	FEDERAL MISC
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NATIONAL HWY - GRANDFATHER IIP	FEDERAL
NH-GRIP	NATIONAL HWY-GRANDFATHER RIP	FEDERAL
NH-IIP	NATIONAL HWY SYSTEM	FEDERAL
NH-RIP	NATIONAL HWY SYSTEM	FEDERAL
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	FEDERAL
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
P116	PROPOSITION 116	STATE MISC
PC10	PROPOSITION "C10" FUNDS	LOCAL
PC20	PROPOSITION "C20" FUNDS	LOCAL
PC25	PROPOSITION "C25" FUNDS	LOCAL
PC40	PROPOSITION "C40" FUNDS	LOCAL
PC5	PROPOSITION "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL MISC
PNRS	PROJECTS OF NAT'L & REG'L SIGNIFICANCE	FEDERAL MISC
PORT	PORT FUNDS	LOCAL
PROPA	PROPOSITION "A" FUNDS	LOCAL
PROPALR	PROPOSITION "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCOUNT - PRIOR STIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCOUNT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE

FUND SOURCE LISTING

FUND	DESCRIPTION	SOURCE
P-TAX	PROPERTY TAX	LOCAL
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
SC3090	STATE CASH (AB 3090)	STATE
SEC 115	SECTION 115	FEDERAL
SLP	STATE LOCAL PARTNER	STATE MISC
S-PARK	STATE PARK FUNDS	STATE MISC
STA	STATE TRANSIT ASSIST	STATE MISC
STA-BLA	STATE BIKE LANE ACT.	STATE MISC
STAL-S	STATE LEGIS - STATE	STATE MISC
STA-PUC	STATE PUBLIC UTILITY COMMISSION	STATE MISC
ST-CASH	STATE CASH	STATE
ST-CASHGI	STATE CASH – GRANDFATHERED INTERREGIONAL PROGRAM	STATE
STCASHI	STATE CASH – INTERREGIONAL PROGRAM	STATE
STCASHP	STATE CASH PRIOR STIP	STATE
STCASHR	STATE CASH – REGIONAL IMPROVEMENT PROGRAM	STATE
STP	SURFACE TRANSPORTATION PROGRAM (STP)	FEDERAL
STP4818	SURFACE TRANSPORTATION PROGRAM - HR4818	FEDERAL MISC
STPE	STP ENHANCE - PRIOR STIP	FEDERAL
STPE-I	STP ENHANCE-IIP TEA	FEDERAL
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-R	STP ENHANCE-RIP TEA	FEDERAL
STPE-SH	STP ENHANCE-SHOPP TEA	FEDERAL
STP-GI	STP-GRANDFATHER IIP	FEDERAL
STP-GR	STP-GRANDFATHER RIP	FEDERAL
STP-IIP	SURFACE TRANS PROG	FEDERAL
STPL	STP LOCAL	FEDERAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STP-RIP	SURFACE TRANS PROG	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPSHOP	SURFACE TRANS PROG-SHOPP	FEDERAL
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE MISC
TCRF	TRAFFIC CONGESTION RELIEF FUND	STATE
TCSPPP	TRANS & COMM & SYS PRESRV PILOT PROG	FEDERAL MISC
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA4/8	TDA ARTICLE #4 & #8	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
TPD	TRANSPORTATION PLANNING AND DEVELOPMENT	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
UNIV	STATE UNIVERSITY	STATE MISC
XORA	MEASURE M	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

Appendix B

County Resolutions

**IMPERIAL VALLEY
ASSOCIATION OF GOVERNMENTS**

940 MAIN STREET, SUITE 208

EL CENTRO, CA 92243-2875

PHONE: (760) 482-4290

FAX: (760) 352-7876

EMAIL: ivag@imperialcounty.net

REGIONAL COUNCIL

(Minute Order Number (12.0507.1.2))

The IVAG Regional Council at its regular meeting on Wednesday, December 7, 2005 took the following action regarding the **Regional Transportation Improvement Program (RTIP) FY 2006-07 to FY 2011 - 12:**

- a. Adopt the recommended 2006 RTIP.
- b. Authorize the Chairman to sign the resolution.
- c. Authorize staff to submit the documentation to SCAG and CALTRANS for inclusion in the regional 2006/07 to 2011/12 RTIP.

I, Rosa C. López, Secretary to the Imperial Valley Association of Governments, certify that this is a true copy of actions taken on the 7th day of December 2005, by the IVAG Regional Council.



ROSA C. LÓPEZ
ADMINISTRATIVE ANALYST / SECRETARY

1 RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF
2 GOVERNMENTS (IVAG) WHICH APPROVES THE RESOURCES
3 TO FUND THE PROJECTS IN THE FY 2006/07-11/12 REGIONAL
4 TRANSPORTATION IMPROVEMENT PROGRAM AND REAFFIRMS ITS
5 COMMITMENT TO ALL OF THE PROJECTS IN THE PROGRAM

6 WHEREAS, the Safe, Accountable, Flexible and Efficient Transportation Equity Act:
7 A Legacy For Users (SAFETEA-LU) requires the Southern California Association of
8 Governments (SCAG) to adopt a Regional Transportation Improvement Program (RTIP) for the
9 metropolitan planning area; and

10 WHEREAS, the SAFTEA-LU also requires that the Regional Transportation
11 Improvement Program include a financial plan that demonstrates how the Regional
12 Transportation Improvement Program can be implemented; and

13 WHEREAS, the region of Imperial County is located within the metropolitan planning
14 boundaries of SCAG; and

15 WHEREAS, The Imperial Valley Association of Governments (IVAG) was formed
16 March, 1973 by and between the County of Imperial and the Cities of Brawley, Calexico,
17 Calipatria, El Centro, Holtville, Imperial and Westmorland, to provide a regional governing
18 council; and

19 WHEREAS, IVAG is the responsible agency for short-range transportation, capital,
20 service planning and programming, and the development of the IVAG Regional Transportation
21 Improvement Program, including all projects utilizing federal and state, highway and transit
22 funds; and

23 WHEREAS, IVAG must determine on an annual basis, the total amount of funds that
24 are available for transportation projects within its boundaries; and

25 WHEREAS, IVAG has adopted the criteria for apportionment of the funds; and

26 WHEREAS, IVAG has developed and adopted the Regional Transportation
27
28

THEREFORE, BE IT RESOLVED that IVAG affirms its continuing commitment to the projects in the FY 2006/07-2011/12 Regional Transportation Improvement Program; and

BE IT FURTHER RESOLVED that the IVAG financial plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. The projects in the FY 2006/07-2011/12 RTIP are the priority for funding; and
2. The projects in the FY 2006/07-2011/12 STIP program have been previously approved by the California Transportation Commission (CTC) or are in the proposed 2006 State Transportation Improvement Program scheduled to be approved by the CTC in June 2006; and
3. IVAG has the funding capacity to in its Surface Transportation Program and Congestion Mitigation and Air Quality program allocation to fund all of the projects in the FY 2006/07 to 2011/12 IVAG RTIP.
4. All the Federal Transit Administration (FTA) funded projects are programmed within SAFETEA-LU guaranteed finding levels.

PASSED AND ADOPTED at a regular meeting of the Imperial Valley Association of
Governments, held on the day of 12/7, 2005.

IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

BY: Mary Jo Smith
Regional Council Chairperson



Metro

**RESOLUTION CERTIFYING THAT LOS ANGELES COUNTY HAS RESOURCES TO
FUND PROJECTS IN FY 2006/07-2011/12 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT
ALL PROJECTS IN THE PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, Metro is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, Metro must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, Metro has adopted the FY 2006/07-2011/12 Los Angeles County TIP for fiscal years 2006/07 and 2007/08 available and committed, and reasonably committed for fiscal years 2008/09 through 2011/12.


NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FY 2006/07-2011/12 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FY 2006/07-2010/12 Los Angeles County TIP Financial Plan identifies the resources that are reasonably expected to be available to carry out the program and certifies that:

1. The projects in the FY 2006/07-2011/12 Los Angeles County TIP remain the highest priority for funding by MTA and other agencies;
2. The Regional Improvement Program projects in the FY 2006/07-2011/12 Los Angeles County TIP are in the proposed 2006 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission by the end of June 2006;
3. Los Angeles County has the funding capacity in its Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocations to fund all of the projects in the FY 2006/07-2011/12 Los Angeles County TIP;
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally called meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held December 15, 2006.


MICHELLE JACKSON
Metro Board Secretary

DATED: FEBRUARY 10, 2006

(SEAL)

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2006-07 – FISCAL YEAR 2011-12
TRANSPORTATION IMPROVEMENT PROGRAM**

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEARS 2006-07 THROUGH 2011-12 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM.

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a Regional Transportation Improvement Program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the Regional Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Authority is responsible for the development of the Orange County Transportation Improvement program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Authority must determine on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Authority has adopted the Fiscal Year 2006-07 through 2011-12 Orange County Transportation Improvement Program with funding for fiscal years 2006-07 and 2007-08 available and committed, and reasonably committed for fiscal years 2008-09 through 2011-12;

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the Fiscal Year 2006-07 through 2011-12 Orange County Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Fiscal Year 2006-07 through 2011-12 Orange County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. All the Regional Improvement Program projects in the Fiscal Year 2006-07 through 2011-12 Authority TIP are in the proposed 2006 State Transportation Improvement Program that was approved by the California Transportation Commission in April 2006; and
2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the Fiscal Year 2006-07 through 2011-12 Authority TIP; and
3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP.
4. All of the Federal Transit Administration funded projects are programmed within SAFETEA-LU guaranteed funding levels.

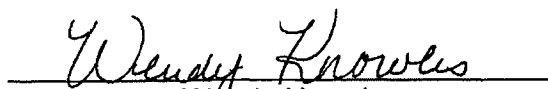
ADOPTED, SIGNED, AND APPROVED this 24th day of July 2006.

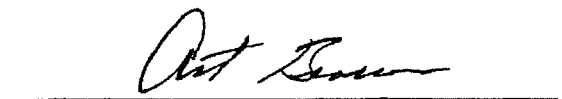
AYES: Chairman Brown, Vice Chair Cavecche, Directors Buffa, Campbell, Correa, Dixon, Duvall, Green, Monahan, Norby, Pringle, Pulido, Ritschel, Silva, Wilson and Winterbottom

NOES: None.

ABSENT: Director Rosen

ATTEST:


Wendy Knowles
Clerk of the Board


Arthur C. Brown, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2006-48

RESOLUTION 06-006

**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS
IN FISCAL YEARS 2006-2007 THROUGH 2011-2012 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL
PROJECTS IN THE PROGRAM**

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FY 2006-07 through 2011-12 Riverside County TIP for FY 2006-07 through 2008-09 for funding purposes and has adopted the TIP for FY 2009-10 through 2011-12 for programming purposes and to allow environmental work on approved projects to proceed.

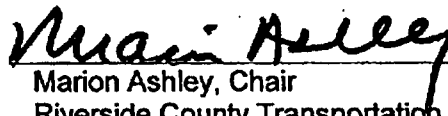
NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2006-07 through 2011-12 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2006-07 through 2011-2012 Riverside County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the RCTC certifies to the following:

- 1 The projects in the FY 2006-07 through 2011-2012 Riverside County TIP remain the highest priority for funding by the RCTC,
- 2 All projects in the State Highways component of the FY 2006-07 through 2011-12 Riverside County TIP have been included in the County's projects for inclusion in the 2006 State Transportation Improvement Program (STIP) that is scheduled to be approved by the California Transportation Commission in April 2006, and as requested by state laws and amended by SB45,
- 3 All projects in the State Highways component of the FY 2006-07 through 2011-12 Riverside County TIP have complete funding for each programming phase identified in the Federal State Transportation Improvement Program (FSTIP),
- 4 Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program allocations to fund all of the projects in the 2006-07 through 2011-12 Riverside County TIP,
- 5 Local Matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan, and
- 6 All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding Levels.

APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Wednesday, May 10, 2006

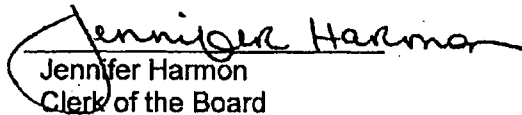
BY:



Marion Ashley, Chair
Riverside County Transportation Commission

ATTEST:

BY:


Jennifer Harmon
Clerk of the Board

RESOLUTION NO. 06-022

2006 RTIP (Regional Transportation Improvement Program)

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION CERTIFYING THAT SAN BERNARDINO COUNTY HAS THE RESOURCES TO FUND THE PROJECTS SUBMITTED FOR INCLUSION IN THE FY 2006/2007-2011/2012 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS SUBMITTED IN THE PROGRAM

WHEREAS, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, Federal Law requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS,

WHEREAS, (CITY) warrants that full funding is committed and available for projects submitted for programming in the first three years (FY 2006/07, 2007/08, 2008/09) of the Regional Transportation Improvement Program; and that (CITY) accepts responsibility for full funding of said projects and warrants that no additional funding allocations are required of SANBAG for (CITY) to fully implement said projects therefore committing that the first three years of the RTIP are financially constrained; and

WHEREAS, projects programmed in years 2009/10-2011/12 are projects expected to receive future funding through anticipated revenues, therefore all projects submitted for inclusion in the 2006 RTIP are financially constrained; and

WHEREAS, the San Bernardino Associated Governments (SANBAG), as agency responsible for short-range capital and service planning and programming for the San Bernardino County area, requires an approved Resolution from the governing body of the Lead Agency for all projects included in the Transportation Improvement Program; and

WHEREAS, SANBAG also requires that the Lead Agency include a financial plan that demonstrates how the projects submitted for inclusion in the Transportation Improvement Program can be implemented; and

WHEREAS, the City of (CITY), as the Lead Agency, possesses the legal authority to submit

the project for inclusion in the Transportation Improvement Program and to finance, acquire, and construct the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of (CITY) does hearby:

Affirm its continuing commitment to the projects submitted for inclusion in the 2006 Regional Transportation Improvement Program; and

Commit that the City of (CITY), as Lead Agency for the projects, will carry out the projects consistent with the project implementation schedule; and

Certify that the City of (CITY) will enter into a contract with SANBAG committing that it will carry out the projects identified as transportation control measures (TCM) in the South Coast Air Basin consistent with the project implementation schedule; and

Certify that the City of (CITY) will allocate the necessary local match funds contained within the project to carry out any federally approved project; and

Certify that the City of (CITY), as the Lead Agency, will comply with applicable provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other Federal, State, and/or local laws, rules and regulations.

*Approved
Board of Directors*

Date: June 7, 2006

Moved: Pomierski Second: Yates

In Favor: 27 Opposed: 0 Abstained: 0

Witnessed: Anna A. DeLeon

RESOLUTION NO. 2006-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2006/07-2011/12 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO
IMPLEMENT ALL OF PROJECTS IN THE PROGRAM

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

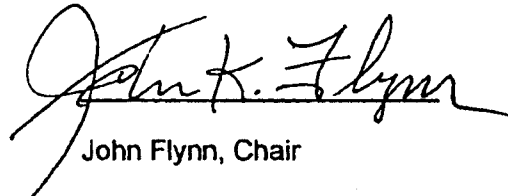
WHEREAS, the Ventura County Transportation Commission has adopted the FY 2006/07-2011/12 Ventura County Transportation Improvement Program for fiscal years 2006/07 and 2007/08 available and committed, and reasonably committed for fiscal years 2008/09 through 2011/12.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2006/07-2011/12 Ventura County Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2006/07-2011/12 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY 2006/07 – 2011/12 Ventura County TIP are in the proposed 2006 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in June 2006; and
2. All of the projects in the Ventura County TIP have complete funding identified; and
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2006/07 – 2011/12 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this third day of February, 2006.


John Flynn, Chair

ATTEST:


Donna Cole, Clerk

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Appendix C

Transit Operator Financial Data



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2007¹

¹ Proposed FY 2007 Budget, LACMTA

**Los Angeles County Metropolitan Transportation Authority
Proposed FY07 Budget**

Funding and Expense/Expenditure Summaries

Summary of Funding by Source

(Dollars in millions)	FY03 Actual		FY04 Actual		FY05 Actual		FY06 Budget		FY07 Proposed	
Sales Tax (1)	\$1,559.0	70.2%	\$1,514.0	66.8%	\$1,587.5	60.4%	\$1,686.1	59.1%	\$1,912.7	63.1%
Federal, State, & Local Grants	345.0	15.5%	377.2	16.6%	488.5	18.6%	602.3	21.1%	598.9	19.8%
Passenger Fares & Advertising	261.5	11.8%	233.4	10.3%	284.2	10.8%	289.9	10.2%	294.8	9.7%
Net Proceeds from Financing	-	0.0%	82.4	3.6%	185.6	7.1%	167.5	5.9%	155.7	5.1%
Other (2)	56.1	2.5%	61.0	2.7%	80.8	3.1%	109.1	3.8%	69.0	2.3%
Total Funding Sources	\$2,221.6	100.0%	\$2,268.0	100.0%	\$2,626.7	100.0%	\$2,854.8	100.0%	\$3,031.0	100.0%

Summary of Expenses/Expenditures by Program

(Dollars in millions)	FY03 Actual		FY04 Actual		FY05 Actual		FY06 Budget		FY07 Proposed	
Countywide Bus										
Metro Bus										
Operating (3)	\$763.0	34.3%	\$725.5	32.0%	\$780.0	29.7%	\$842.4	29.5%	\$894.4	29.5%
Capital	78.8	3.5%	131.4	5.8%	178.2	6.8%	150.0	5.3%	192.2	6.3%
Orange Line	32.2	1.4%	76.0	3.4%	119.8	4.6%	70.0	2.5%	14.7	0.5%
Metro Bus Subtotal	874.0	39.3%	933.0	41.1%	1,078.0	41.0%	1,062.4	37.2%	1,101.3	36.3%
Municipal Operator and Paratransit Programs (4)	253.7	11.4%	240.9	10.6%	260.4	9.9%	230.1	8.1%	237.0	7.8%
Countywide Bus Subtotal	1,127.7	50.8%	1,173.9	51.8%	1,338.4	51.0%	1,292.5	45.3%	1,338.3	44.2%
Countywide Rail										
Metro Rail										
Operating (3)	150.4	6.8%	179.4	7.9%	207.2	7.9%	225.3	7.9%	230.8	7.6%
Capital	19.8	0.9%	15.1	0.7%	22.5	0.9%	41.5	1.5%	27.4	0.9%
Rail Construction	64.4	2.9%	42.7	1.9%	48.1	1.8%	70.3	2.5%	70.0	2.3%
LRT-Eastside/Expo	41.5	1.9%	43.2	1.9%	190.3	7.2%	273.0	9.6%	335.2	11.1%
Metro Rail Subtotal	276.1	12.4%	280.4	12.4%	468.1	17.8%	610.0	21.4%	663.5	21.9%
Metrolink	38.8	1.7%	39.6	1.7%	42.1	1.6%	57.9	2.0%	57.0	1.9%
Countywide Rail Subtotal	314.9	14.2%	320.0	14.1%	510.2	19.4%	667.8	23.4%	720.4	23.8%
Sales tax return to local jurisdictions	239.9	10.8%	249.6	11.0%	280.7	10.7%	269.1	9.4%	300.7	9.9%
Streets and Highways	146.8	6.6%	146.8	6.5%	138.7	5.3%	249.9	8.8%	289.6	9.6%
Debt Service (5)	308.8	13.9%	312.3	13.8%	286.9	10.9%	309.7	10.8%	305.7	10.1%
Other Governmental	83.5	3.8%	65.4	2.9%	71.8	2.7%	65.7	2.3%	76.1	2.5%
Total Expenditures	\$2,221.6	100.0%	\$2,268.0	100.0%	\$2,626.7	100.0%	\$2,854.8	100.0%	\$3,031.0	100.0%

(1) Sales tax revenues include the use of carryover balances.

(2) Primarily investment income and/or proceeds on lease/leaseback to service.

(3) Details shown on pages 10-11.

(4) ASI Paratransit: federal amounts included in prior years have been excluded in FY06 and FY07 because ASI will receive federal funds directly.

(5) Includes principal liability payments and Benefit Assessment District debt payments, but excludes debt refunding and defeased lease.

Proprietary fund includes principal payments of \$19.8 million in FY03, \$16.3 million in FY04, \$12.0 million in FY05

\$12.0 million for FY06 and \$12.1 million in FY07.

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
Proposed FY07 Budget

Enterprise Fund Summary of Revenues and Expenses

Statement of Revenues and Expenses

For the Years Ending June 30, 2005, 2006, and 2007

(Amounts in millions)

Enterprise Fund Summary		FY05 Actual	FY06 Budget	FY07 Proposed
1	Operating revenues:			
2	Passenger fares	\$ 269.6	\$ 263.7	\$ 278.5
3	Route subsidies	0.5	0.5	0.5
4	Advertising	14.7	15.7	16.2
5	Total operating revenues	284.8	279.9	295.3
6	Operating expenses:			
7	Operating	825.2	875.6	922.8
8	General & administrative	161.9	192.1	202.7
9	Operating expenses, excluding depreciation:	987.1	1,067.7	1,125.5
10	Operating loss	(702.3)	(787.8)	(830.2)
11	Operating subsidies and grants (other expenses):			
12	Local operating grants	0.2	-	-
13	State operating grants	(0.1)	0.8	-
14	Federal operating grants	217.1	210.2	188.1
15	Interest revenues	6.3	3.8	0.5
16	Net appreciation (decline) in fair value of investments	(4.1)	-	-
17	Debt (expense)	(15.2)	(14.5)	(14.3)
18	Gain (loss) on disposition of fixed assets	0.6	3.9	-
19	Other revenue	5.3	4.0	2.7
20	Total operating subsidies and grants (other expenses)	210.1	208.0	177.1
21	Gain (loss) before debt and capital items	(492.3)	(579.8)	(653.2)
22	Debt service & capital grants / contributions:*			
23	Local			
24	Capital	2.2	4.7	0.2
25	Debt service other revenues	2.5	13.0	2.4
26	Proceeds from financing	185.6	167.5	155.7
27	State - capital	21.0	68.5	178.3
28	Federal - capital	221.6	269.6	187.1
29	Total debt service & capital grants / contributions	432.9	523.2	523.6
30	Capital program:			
31	Operating capital	207.2	191.5	221.1
32	Major construction	360.8	413.3	419.9
33	Total capital program	568.0	604.8	641.0
34	Debt service expenses:*			
35	Interest expense	143.3	164.4	152.3
36	Principal payments	153.8	103.8	111.9
37	Services	(2.1)	2.1	2.5
38	Total debt service expenses	295.1	270.3	266.6
39	Transfers In	922.4	931.5	1,037.0
40	Net surplus (deficit)	\$ -	\$ -	\$ -

* Excludes defeased leases and includes non-cash items.

Note: Totals may not add due to rounding.

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2007¹

¹ Proposed FY 2007 Budget, OCTA



External Sources and Uses Summary*

Sources Summary			
Description	FY 2004-05 Actuals	FY 2005-06 Budget	FY 2006-07 Budget
5100 Passenger Fares	46,877,767	53,376,310	54,677,481
5300 Charges for Services	1,920,994	1,537,020	150,068
5500 Tollroad Revenue	39,583,597	32,840,800	41,211,620
6020 State Assistance	2,294,221	0	21,726,995
6030 Federal Operating Assist Grnts	19,351,391	23,665,547	28,319,815
6040 Federal Capital Assist Grants	63,410,445	32,746,777	55,699,417
6050 Reimb from other agencies	142,773,602	26,426,925	24,663,712
6100 Property taxes	8,473,212	8,937,160	10,055,873
6101 Taxes	374,185,918	389,921,956	444,305,040
6103 DMV Fees	4,815,834	4,950,610	5,168,198
6110 License Fees	274,585	296,109	418,800
6200 Interest Income	27,815,409	29,762,295	36,193,951
6300 Other Nonoperating Rev/Expense	16,382,420	7,895,896	8,454,554
6550 Proceeds sale of capitol asset	1,012,479	0	0
Subtotal Revenues	\$ 749,171,874	\$ 612,357,405	\$ 731,045,524
Use of Reserves	208,047,996	69,458,722	113,483,074
Available Revenues / Reserves	\$ 957,219,870	\$ 681,816,127	\$ 844,528,598

Uses Summary			
Description	FY 2004-05 Actuals	FY 2005-06 Budget	FY 2006-07 Budget
7100 Wages, Salaries and Benefits	113,803,532	117,101,371	128,522,126
7300 Purchased Transportation Servs	37,810,870	45,092,712	36,872,134
7500 Professional Services	81,062,904	89,285,459	97,386,036
7540 Insurance Claims/premiums	31,475,101	32,374,500	36,238,337
7600 General and Administrative	12,845,525	14,886,019	14,453,350
7700 Maintenance Parts and Fuel	21,318,894	22,754,030	34,569,152
7800 Other Operating Expenses	93,641,434	143,456,686	202,235,870
8111 Interest expense	38,856,183	35,796,694	32,870,416
8112 Prin Pmt On Long Term Debt	60,615,000	63,720,000	67,325,000
9000 Capital Expenditures	422,053,745	105,261,475	122,936,273
Subtotal Expenses	\$ 913,483,188	\$ 669,728,946	\$ 773,408,694
Designations	43,736,682	12,087,181	71,119,904
Total Use of Funds	\$ 957,219,870	\$ 681,816,127	\$ 844,528,598

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

Orange County Transit District - 0030 Sources & Uses

Sources Summary			
Description	FY 2004-05 Actuals	FY 2005-06 Budget	FY 2006-07 Budget
5100 Passenger Fares	46,877,767	55,633,896	54,677,481
6030 Federal Operating Assist Grnts	19,351,391	23,665,547	24,194,815
6040 Federal Capital Assist Grants	25,295,474	18,946,777	21,391,911
6050 Reimb from other agencies	23,239,920	23,057,488	23,114,972
6100 Property taxes	8,473,212	8,937,160	10,055,873
6200 Interest Income	4,097,867	4,732,458	3,876,178
6300 Other Nonoperating Rev/Expense	10,543,325	4,556,849	4,852,199
6500 Operating Transfers In	110,719,288	116,859,664	144,743,117
Subtotal Revenues	\$ 248,598,245	\$ 256,389,839	\$ 286,906,546
Use of Reserves	0	23,102,358	64,322,953
Available Revenues / Reserves	\$ 248,598,245	\$ 279,492,197	\$ 351,229,499

Uses Summary			
Description	FY 2004-05 Actuals	FY 2005-06 Budget	FY 2006-07 Budget
7100 Wages, Salaries and Benefits	948,178	0	0
7300 Purchased Transportation Servs	-259,325	0	0
7400 Management Fee Expense	27,454,443	29,284,336	31,633,144
7500 Professional Services	250,609	1,164,104	180,900
7600 General and Administrative	2,431	0	0
7700 Maintenance Parts and Fuel	423,423	0	0
7800 Other Operating Expenses	2,200,803	2,561,973	165,000
8111 Interest expense	258,339	187,303	361,582
8200 Operating Transfers Out	5,446,659	11,441,553	42,218,460
9000 Capital Expenditures	-31,270	0	0
Subtotal Expenses	\$ 36,694,290	\$ 44,639,269	\$ 74,559,086
Designations	18,941,881	5,000,000	8,100,000
Total Use of Funds	\$ 55,636,171	\$ 49,639,269	\$ 82,659,086

RIVERSIDE TRANSIT AGENCY

Financial Data FY2006-07 to FY2008-09¹

¹ FY 2006/07 – FY 2008-09 Short Range Transit Plan, Riverside Transit Agency (RTA)

Riverside Transit Agency
FY 2006/07 - FY 2008/09
Short Range Transit Plan

SYSTEM-WIDE TRANSIT SERVICE (INCLUDES NON-EXEMPT AND EXEMPT SERVICE)

	FY 2003/04 Audited	FY 2004/05 Audited	FY 2005/06 Planned (T/O Report)	FY 2006/07 Planned	FY 2007/08 Planned	FY 2008/09 Planned
FLEET CHARACTERISTICS						
Peak-Hour Fleet	180	184	198	183	183	183
Spare Vehicles	28	41	37	65	65	65
Spare Ratio	15.6%	22.3%	18.7%	35.5% ^{1/}	35.5%	35.5%
Energy Contingency Reserve	23	13	7	4	4	4
New Expansion Vehicles Delivered	12	11	-	-	-	-
New Replacement Vehicles Delivered	10	6	22	-	-	-
FINANCIAL DATA						
Total Operating Expenses	\$36,986,999	\$38,187,650	\$43,167,763	\$43,665,697	\$44,888,600	\$46,504,590
Total Passenger Fare Revenue	\$5,957,774	\$6,629,186	\$7,220,451	\$7,447,919	\$7,800,633	\$8,081,456
Net Operating Expenses (Subsidies)	\$31,029,225	\$31,558,464	\$35,947,312	\$36,217,778	\$37,087,967	\$38,423,134
OPERATING CHARACTERISTICS						
Unlinked Passenger Trips	7,588,864	7,357,581	7,381,949	7,142,589	7,379,831	7,645,505
Passenger Miles	44,510,989	49,566,105	49,498,797	48,614,046	49,727,204	51,517,383
Total Actual Vehicle Revenue Hours	598,500	605,421	615,787	600,414	616,937	639,147
Total Actual Vehicle Revenue Miles	9,659,793	9,787,848	9,918,965	9,638,781	9,799,433	10,152,213
Total Actual Vehicle Miles	10,663,089	11,341,834	11,500,193	11,152,919	11,297,996	11,704,724
Total Revenue Vehicle Trips Scheduled	678,181	601,023	644,952	576,865	589,814	611,048
Total On-Time Revenue Vehicle Trips	633,305	544,890	644,952	576,865	589,814	611,048
PERFORMANCE CHARACTERISTICS						
Operating Cost per Revenue Hour	\$61.80	\$63.08	\$70.10	\$72.73	\$72.76	\$72.76
Fare box Recovery Ratio	16.11%	17.36%	16.73%	17.06%	17.38%	17.38%
Subsidy per Passenger	\$4.09	\$4.29	\$4.87	\$5.07	\$5.03	\$5.03
Subsidy per Passenger Mile	\$0.70	\$0.64	\$0.73	\$0.75	\$0.75	\$0.75
Subsidy per Revenue Hour	\$51.84	\$52.13	\$58.38	\$60.32	\$60.12	\$60.12
Subsidy per Revenue Mile	\$3.21	\$3.22	\$3.62	\$3.76	\$3.78	\$3.78
Passenger per Revenue Hour	12.7	12.2	12.0	11.9	12.0	12.0
Passenger per Revenue Miles	0.8	0.8	0.7	0.7	0.8	0.8
Percentage of Trips on Time	93.4%	90.7%	100.0%	100.0%	100.0%	100.0%

^{1/} All vehicles are in compliance with Clean Fuel Policy.

Summary of Funds Requested for FY 2006-07

Project Description	Capital Project Number (1)	Total Amount of Funds	STA	LTF	Meas. / A	Section 5307 Riv. San. Bndg.	Section 5307 Tenequia Murietta	Section 5307 Hemet/San Jacinto	Section 5307 Los Angeles	Section 5310	Section 5311	Sec 5311(f)	TUMF	Fare Box	Other Amount	Source
Operating Assistance		\$ 41,122,362		\$ 31,441,566				\$ 1,563,696			\$ 669,181			\$ 7,447,919		
Capitalized Preventive maintenance		\$ 2,543,355		\$ 529,014			\$ 2,014,321									
Subtotal: Operating		\$ 43,665,697		\$ 31,970,580		\$ -	\$ 2,014,321	\$ 1,563,696	\$ -	\$ -	\$ 669,181	\$ -	\$ -	\$ 7,447,919	\$ -	
Paratransit vehicle replacement (23 vans)	07-01	\$ 1,334,000	\$ 226,780			\$ 1,107,220										
Support vehicle replacement (5 cars & 2 trucks)	07-02	\$ 128,000	\$ 25,600			\$ 102,400										
Debt service payment	07-03	\$ 2,043,275	\$ 408,655			\$ 1,634,620										
Bus Stop Amenities	07-04	\$ 135,434	\$ 27,087			\$ 88,000	\$ 20,347									
Capital maintenance spares	07-05	\$ 298,225	\$ 59,645			\$ 238,580										
Capitalized tire lease	07-06	\$ 220,000	\$ 44,000			\$ 176,000										
Shop equipment	07-07	\$ 154,615	\$ 30,923			\$ 123,692										
Misc. equipment	07-08	\$ 14,300	\$ 2,860			\$ 11,440										
Support facilities- Admin bldg	07-09	\$ 56,000	\$ 11,200			\$ 44,800										
Support facilities- Maintenance	07-10	\$ 62,000	\$ 12,400			\$ 49,600										
Support facilities- yard & shop	07-11	\$ 217,000	\$ 43,400			\$ 173,600										
GFI fareboxes	07-12	\$ 172,382	\$ 34,476			\$ 137,906										
APC lease	07-13	\$ 60,000	\$ 12,000			\$ 48,000										
ADP software	07-14	\$ 560,600	\$ 112,120			\$ 448,480										
Automatic traveler information system (ATIS)	07-15	\$ 118,974								\$ 95,179			\$ 23,795			
ADP hardware	07-16	\$ 62,200	\$ 12,440			\$ 49,760										
Shelters and benches for rural bus stops	07-17	\$ 75,000	\$ 35,520									\$ 39,480				
40-ft. bus for City of Calexico (pass through)	07-18	\$ 384,262								\$ 291,262					\$ 73,000	
Corona transit center	07-19	\$ 618,750								\$ 495,000			\$ 123,750			
Riverside transit center	07-20	\$ 928,125								\$ 742,500			\$ 185,625			
Subtotal: Capital		\$ 7,823,142	\$ 1,099,108	\$ -	\$ -	\$ 4,434,008	\$ 20,347	\$ -	\$ -	\$ 1,823,941	\$ -	\$ 39,480	\$ 333,170	\$ -	\$ 73,000	
Total: Operating & Capital		\$ 51,288,839	\$ 1,099,108	\$ 31,970,580	\$ -	\$ 4,434,008	\$ 2,034,668	\$ 1,563,696	\$ -	\$ 1,823,941	\$ 669,181	\$ 39,480	\$ 333,170	\$ 7,447,919	\$ 73,000	

Summary of Funds Requested for FY 2007-08

Project Description	Capital Project Number (1)	Total Amount of Funds	STA	LTF	Meas. A	Section 5307 - Rty-San. Bnd	Section 5307 - Temecula/Murieta	Section 5307 - Hemet/Jacinto	Section 5307 - Los Angeles	Section 5307 - Cathedral City-Palm Springs	Section 5309	Section 5311	CMAQ	TUMF	Fare Box	Other (2) Amount	Source
Operating assistance		\$42,605,767		\$ 32,848,730				\$1,625,029				\$ 415,963			\$7,716,044		
Capitalized preventive		\$ 2,631,895		\$ 523,979			\$2,107,916										
Subtotal Operating		\$46,237,662	\$ -	\$ 33,372,709	\$ -	\$ -	\$2,107,916	\$1,625,029	\$ -	\$ -	\$ -	\$ 415,963	\$ -	\$ -	\$7,716,044	\$ -	
Paratransit vehicle replacement (33 vans)	08-01	\$ 1,983,300		\$ 337,161		\$ 1,646,139											
40-ft replacement buses - (4)	08-02	\$ 1,560,000		\$ 312,000		\$ 1,248,000											
Support vehicle replacement (2 Crown Vic &	08-03	\$ 166,000		\$ 33,200		\$ 132,800											
Debt Service payment	08-04	\$ 2,033,780		\$ 406,766		\$ 1,627,024											
Bus stop amenities	08-05	\$ 110,000		\$ 22,000		\$ 88,000											
Capital maintenance spares	08-06	\$ 349,341		\$ 69,868		\$ 279,473											
Capitalized tire lease	08-07	\$ 225,000		\$ 45,000		\$ 180,000											
ADP software	08-08	\$ 988,800		\$ 199,760		\$ 789,040				\$ 100,320				\$ 25,080			
Automatic traveller information system (ATIS)	08-09	\$ 125,400															
ADP hardware	08-10	\$ 53,200		\$ 10,640		\$ 42,560				\$ 100,320				\$ 25,080			
Temecula transit center	08-11	\$ 125,400								\$ 837,970				\$ 209,493			
BRT bus stop upgrades	08-12	\$ 1,047,463															
Shop equipment	08-13	\$ 12,000		\$ 2,400		\$ 9,600											
Surveillance/security projects	08-14	\$ 140,000		\$ 28,000		\$ 112,000											
Misc equipment - (2) refrigeration units	08-15	\$ 1,200		\$ 240		\$ 960											
Repaint Maint shop floors	08-16	\$ 60,000		\$ 12,000		\$ 48,000											
GFI fareboxes (4)	08-17	\$ 54,000		\$ 10,800		\$ 43,200											
APC lease	08-18	\$ 62,000		\$ 12,400		\$ 49,600											
Subtotal: Capital		\$ 9,106,884	\$ -	\$ 1,502,226	\$ -	\$ 6,306,396	\$ -	\$ -	\$ -	\$ -	\$ 1,038,610	\$ 461,963	\$ -	\$ 259,663	\$ -	\$ -	
Total: Operating & Capital		\$54,344,546	\$ -	\$ 34,874,934	\$ -	\$ 6,306,396	\$2,107,916	\$1,625,029	\$ -	\$ -	\$1,038,610	\$ 461,963	\$ -	\$ 259,663	\$7,716,044	\$ -	

Summary of Funds Requested for FY 2008-09

Project Description	Capital Project Number (1)	Total Amount of Funds	STA	LTF	Meas. A	Section 5307 - Riv-San Bndg	Section 5307 - Temecula/Urleta	Section 5307 - Hemet/San Jacinto	Section 5307 - Los Angeles	Section 5307 - Cathedral City-Palm Springs	Section 5309	CMAQ	TUMF	Fare Box	Other (2) Amount	Source
Operating assistance		\$44,136,465		\$ 34,028,175				\$1,683,530		\$ -	\$ -	\$ 430,938		\$7,993,822		
Capitalized preventive maintenance		\$ 2,729,753		\$ 545,952			\$2,183,801									
Subtotal Operating		\$46,866,218		\$ 34,574,127		\$ -	\$2,183,801	\$1,683,530	\$ -	\$ -	\$ -	\$ 430,938	\$ -	\$7,993,822	\$ -	
Paratransit vehicle replacement (40 vans)	09-01	\$ 2,492,000		\$ 423,640		\$ 2,068,360										
40-ft replacement buses (3) EZ riders & (5) T	09-02	\$ 2,415,000		\$ 483,000		\$ 1,932,000										
Support vehicle replacement - 17 cars & 1 van	09-03	\$ 202,000		\$ 40,400		\$ 161,600										
Debt service payment	09-04	\$ 2,032,355		\$ 406,471		\$ 1,625,884										
Bus stop amenities	09-05	\$ 110,000		\$ 22,000		\$ 88,000										
Capital maintenance spares	09-06	\$ 370,677		\$ 74,135		\$ 296,542										
Capitalized fire lease	09-07	\$ 230,000		\$ 46,000		\$ 184,000										
ADP software	09-08	\$ 111,200		\$ 22,240		\$ 88,960										
Automatic traveller information system (ATIS)	09-09	\$ 135,850									\$ 108,680		\$ 27,170			
ADP hardware	09-10	\$ 88,200		\$ 17,640		\$ 70,560										
Temecula transit center	09-11	\$ 135,850									\$ 108,680		\$ 27,170			
Facilities improvements	09-12	\$ 250,000		\$ 50,000		\$ 200,000										
Subtotal: Capital		\$ 8,573,132		\$ 1,585,526		\$ 6,718,908	\$ -	\$ -	\$ -	\$ -	\$ 217,360	\$ -	\$ 84,340	\$ -	\$ -	
Total: Operating & Capital		\$55,439,350		\$ 36,159,653		\$ 6,718,908	\$2,183,801	\$1,683,530	\$ -	\$ -	\$ 217,360	\$ 430,938	\$ 54,340	\$7,993,822	\$ -	

HIGHLIGHTS OF SRTP FOR PRESENTATIONS

Operating & Financial Data	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06 Projected	FY 06/07 Planned
Systemwide Ridership	7,102,762	7,146,680	7,588,864	7,357,581	6,937,361	7,142,589
Operating Costs Per Revenue Hour	\$63.57	\$62.72	\$61.95	\$63.08	\$67.26	\$72.73

Recent Trends:

- From FY 2002 to FY 2004, RTA experienced a steady growth in ridership system-wide.
- From FY 2004 to FY 2005, system-wide ridership declined approximately 3% from 7.5 million to 7.3 million.
- System-wide ridership in FY 2006 is expected to continue its decline, falling by approximately 6%. Various external and internal factors such as the fare increase, weather patterns, employment rates, and service levels are currently being studied by RTA staff.
- Ridership is anticipated to grow by approximately 3% in FY 2007 based on service enhancements.

Operating Budget (\$43,665,697):

- Increase of 6.9% over projected FY 2006 year-end actual. Variance analysis by cost element is provided below:
 - Salaries – 2.4% increase due to anticipated collective bargaining agreement renewal.
 - Benefits – 0.6% overall reduction due to anticipated level of Workers' Compensation claim closeout.
 - Services – 29.7% increase due to completion of remaining COA effort, GASB 43/45 compliance planning, and security services at the downtown transit terminal.
 - Materials & Supplies – 16.5% increase due to anticipated increase in rate per therm for CNG fuel and price per gallon for unleaded fuel. Increase is also attributed to increased postage and office supplies.
 - Utilities – 18.4% increase attributed to contractual rate adjustments for internet services and anticipated increases in utility rates.
 - Insurance – 6.9% increase in insurance rates for property & other insurance premiums.
 - Taxes & Permits – 84.4% increase attributed to additional permits required for use of new Riverside CNG fuel station.
 - Advertising & promotion – Increase of 31.7% is attributed to a more aggressive bus marketing program per RTA board of directors request.
 - Dues & Subscriptions – Increase of 17.0% is attributed to a greater emphasis on employee motivation and recognition programs for both bargaining unit & administrative employees.
 - Training – Increase of 52.4% attributed to compliance with government guidelines relative to sexual harassment & diversity training & domestic travel

- to professional seminars targeted to enrich employee skills & attributes.
- Miscellaneous – Increase of 122.3% to support advertising of major procurement efforts and employment opportunities, software enhancements, & ADA certification.
- Purchased Transportation – 4.3% increase attributed to the transition Dial-A-Ride services from MV Transportation to Southland Transit.

Capital Budget (\$7,623,142):

- RTA's 5-Year Capital Improvement Plan (CIP) is updated to reflect the current outlook of service needs & infrastructure improvements with major emphasis on FY 2007. FY 2007 CIP projects are funded with Federal Section 5307, 5309, Transportation Uniform Mitigation Funds (TUMF) and matched with State Transit Assistance (STA) as necessary. A summary by project element for FY 2007 is shown below:
 - Revenue Vehicle Acquisition – \$1.7 million for 23 paratransit van replacements & the Calxico bus (pass through).
 - Non-Revenue Vehicle Acquisition - \$0.1 million for 7 support vehicles.
 - Maintenance - \$0.9 million for maintenance spares, tire lease, bus stop amenities, & replacement of maintenance tooling.
 - Buildings, Land, & Facilities Upgrades - \$1.9 million for transit centers & facility improvements at the Riverside & Hemet facilities. Funding for transit centers comes from discretionary Federal Section 5309 & TUMF. Federal Section 5309 funding is the direct result of the successful lobbying efforts of the RTA board of directors.
 - Revenue Vehicle Systems & Equipment - \$0.4 million for Automated Traveler Information System (ATIS), GFI fareboxes for both contracted and directly operated service vehicles, Automated Passenger Counter (APC) lease, & Geographic Information System (GIS) software upgrades.
 - Communication & Information Systems - \$0.6 million for implementation of TransTrack Daily system, timekeeping system upgrade, & various information technology assets.
 - Debt Service - \$2.0 million for annual Certificate of Participation (COP) payment of principal & interest.

Proposed Service Changes:

- Route 36: Beaumont/Banning-Calimesa, Route 61: Sun City Scooter, and Route 204: Riverside-Montclair Transcenter are slated for discontinuance in January 2007.
- Route 18A: Moreno Valley Mall to RCC/Moreno Valley Campus will decrease its Revenue Service Hours and Revenue Service Miles.
- Route 1: UCR/ Downtown Terminal to West Corona Metrolink Station will increase its service by adding 8 additional trips during peak periods.
- Additional service in the Harveston community in Temecula will take effect January 2007.

SUNLINE TRANSIT AGENCY

Financial Data FY2006-07 to FY2008-09¹

¹ FY 2006/07 – FY 2008-09 Short Range Transit Plan, Sunline Transit Agency

SYSTEM-WIDE TRANSIT SERVICE (EXEMPT AND NON-EXEMPT SERVICE)

	FY 2003/04 Audited	FY 2004/05 Audited	FY 2005/06 (9 Months Only) Planned (T/O Report)	FY 2006/07 Planned	FY 2007/08 Planned	FY 2008/09 Planned
FLEET CHARACTERISTICS						
Peak-Hour Fleet	57	57	59	59	59	59
Spare Vehicles	12	14	13	13	13	13
Spare Ratio	21%	25%	22%	22%	22%	22%
Energy Contingency Reserve	0	0	0	0	0	0
New Expansion Vehicles Delivered	0	0	0	15	0	4
New Replacement Vehicles Delivered	0	10	0	0	0	5
FINANCIAL DATA						
Total Operating Expenses	\$16,342,543	\$17,226,766	\$13,786,479	\$19,090,505	\$19,090,505	\$19,090,505
Total Passenger Fare Revenue	\$3,135,073	\$2,983,055	\$2,129,479	\$3,300,000	\$3,300,000	\$3,300,000
Net Operating Expenses (Subsidies)	\$13,207,470	\$14,243,711	\$11,657,001	\$15,790,505	\$15,790,505	\$15,790,505
OPERATING CHARACTERISTICS						
Unlinked Passenger Trips	3,551,756	3,422,879	2,650,258	3,500,429	3,500,429	3,500,429
Passenger Miles	29,969,789	21,318,600	16,459,213	29,590,554	29,590,554	29,590,554
Total Actual Vehicle Revenue Hours	197,652	187,121	133,901	181,294	181,294	181,294
Total Actual Vehicle Revenue Miles	3,035,088	2,664,849	1,794,114	2,436,817	2,436,817	2,436,817
Total Actual Vehicle Miles	3,219,619	2,830,960	1,960,899	2,718,264	2,718,264	2,718,264
Total Revenue Vehicle Trips Scheduled	243,109	235,618	167,101	243,714	243,714	243,714
Total On-Time Revenue Vehicle Trips	229,260	222,483	155,576	235,741	235,741	235,741
PERFORMANCE CHARACTERISTICS						
Operating Cost per Revenue Hour	\$83	\$92	\$103	\$105	\$105	\$105
Fare box Recovery Ratio	19.18%	17.32%	15.45%	17.29%	17.29%	17.29%
Subsidy per Passenger	\$3.72	\$4.16	\$4.40	\$4.51	\$4.51	\$4.51
Subsidy per Passenger Mile	\$0.44	\$0.67	\$0.71	\$0.53	\$0.53	\$0.53
Subsidy per Revenue Hour	\$66.82	\$76.12	\$87.06	\$87.10	\$87.10	\$87.10
Subsidy per Revenue Mile	\$4.35	\$5.35	\$6.50	\$6.48	\$6.48	\$6.48
Passenger per Revenue Hour	17.97	18.29	19.79	19.31	19.31	19.31
Passenger per Revenue Miles	1.17	1.28	1.48	1.44	1.44	1.44
Percentage of Trips on Time	94.30%	94.43%	93.10%	96.73%	96.73%	96.73%

SUMMARY OF FUNDS REQUESTED FOR FY 2006/07

Project Description	Capital Project Number (1)	Total Amount of Funds	STA	LTF	Measure A	Section 5307 Indio Cathedral City Palm Springs	Section 5309	Section 5311	Fare Box	Bus Shelter Ad Program
Operating Assistance RIV050549		17,550,076		9,358,783	4,504,186			415,391	3,021,716	250,000
Preventive Maintenance RIV050550	07-01	1,500,429		300,429		1,200,000				
Subtotal: Operating		\$19,050,505	\$0	\$9,659,212	\$4,504,186	\$1,200,000	\$0	\$415,391	\$3,021,716	\$250,000
Bus Expansion - 10	07-02	\$ 4,095,960	\$ 1,600,781	\$ 400,000		\$ 2,000,000	\$ 95,179			
Bus Expnsion - 5	07-03	\$ 2,025,000		\$ 2,025,000						
Rep. 5 Support Vehs	07-04	\$ 150,000		\$ 150,000						
Purchase ITS Equip	07-05	\$ 1,000,000		\$ 1,000,000						
Transit Enhancements	07-06	\$ 400,000		\$ 250,000		\$ 150,000				
Facility Imp-new facility	07-07	\$ 1,064,630		\$ 1,064,630						
Misc. Maint. Equipment	07-08	\$ 200,182		\$ 84,000		\$ 116,182				
Subtotal: Capital		\$8,935,772	\$1,600,781	\$4,973,630	\$0	\$2,266,182	\$95,179	\$0	\$0	\$0
Total: Operating & Capital		\$27,986,277	\$1,600,781	\$14,632,842	\$4,504,186	\$3,466,182	\$95,179	\$415,391	\$3,021,716	\$250,000

SUMMARY OF FUNDS REQUESTED FOR FY 2007/08

Project Description	Capital Project Number (1)	Total Amount of Funds	STA	LTF	Measure A	Section 5307 Indlo Cathedral City Palm Springs	Section 5309	Section 5311	Fare Box	Bus Shelter Ad Program
Operating Assistance		\$ 19,562,096		\$10,750,000	\$5,052,096			\$360,000	3,150,000	\$250,000
RIV050549										
Preventive Maintenance	08-01	\$ 1,500,429		\$ 300,429		\$1,200,000				
RIV050550										
Subtotal: Operating		\$21,062,525	\$0	\$11,050,429	\$5,052,096	\$1,200,000	\$0	\$360,000	\$3,150,000	\$250,000
Bus Expansion - 10	08-02	\$ 5,000,000	\$ 1,600,000	\$ 1,400,000		\$ 2,000,000				
Rep. 5 Support Vehs	08-03	\$ 150,000		\$ 150,000						
Transit Enhancements	08-04	\$ 600,000		\$ 400,000		\$ 200,000				
Facility Imp-new facility	08-05	\$ 1,064,630		\$ 1,064,630						
Misc. Maint. Equipment	08-06	\$ 200,182		\$ 84,000		\$ 116,182				
Subtotal: Capital		\$7,014,812	\$1,600,000	\$3,098,630	\$0	\$2,316,182	\$0	\$0	\$0	\$0
Total: Operating & Capital		\$28,077,337	\$1,600,000	\$14,149,059	\$5,052,096	\$3,516,182	\$0	\$360,000	\$3,150,000	\$250,000

OMNITRANS

Financial Data FY2006-FY2011¹

¹ FY 2006-FY2011 Short Range Transit Plan, Omnitrans

Summary of Revenue Sources

Revenue Category	Current Year Budget FY05	Year 1 Plan FY06	Year 2 Plan FY07	Year 3 Plan FY08	Year 4 Plan FY09	Year 5 Plan FY10	Year 6 Plan FY11
Local Measure 1 Sales Tax							
SB Valley Measure 1 E&H Funds	\$ 5,100,000					\$ 8,076,155	\$ 10,467,600
1% Set-Aside FY05 to FY10; 2% in FY11 (a)	\$ 51,000					\$ 1,392,441	\$ 3,116,900
6% E&H Funds for Omnitrans	\$ 5,049,000	\$ 5,340,327	\$ 5,648,464	\$ 5,974,381	\$ 6,319,102	\$ 6,883,715	\$ 7,350,700
2% BRT & Express Bus Reauthorization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 556,976	\$ 2,616,900
Percentage Increase		5.77%	5.77%	5.77%	5.77%	5.77%	3.40%
State Transit Assistance Fund							
Unallocated Carryover (b)	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Countywide Allocation	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 7,000,000	\$ 7,000,000
SB Valley Allocation (Omnitrans)	\$ 2,217,000	\$ 2,417,000	\$ 2,217,000	\$ 2,217,000	\$ 2,217,000	\$ 5,250,000	\$ 5,250,000
Mountain/Desert Allocation	\$ 783,000	\$ 583,000	\$ 783,000	\$ 783,000	\$ 783,000	\$ 1,750,000	\$ 1,750,000
Percentage Increase		0%	0%	0%	0%	Prop 42 TCRP/STAF	
Local Transportation Fund (LTF)							
SB Valley Apportionment	\$ 46,358,000	\$ 49,032,857	\$ 51,862,052	\$ 54,854,493	\$ 58,019,597	\$ 61,267,328	\$ 63,453,817
SCRRA (per current Bd. Policy)	\$ 7,900,000	\$ 8,546,000	\$ 9,851,000	\$ 8,742,000	\$ 8,395,000	\$ 8,395,000	\$ 8,731,000
SB Valley Allocation (Omnitrans)	\$ 38,458,000	\$ 40,486,857	\$ 42,011,052	\$ 46,112,493	\$ 49,624,597	\$ 52,972,328	\$ 54,722,817
Unallocated Carryover (a)	\$ 9,000,000	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Carryover (Omnitrans)	\$ 2,848,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Percentage Increase		5.77%	5.77%	5.77%	5.77%	5.77%	3.40%
FTA Section 5307							
SB Fixed Guideway Funds	\$ 4,405,013	\$ 4,405,013	\$ 4,405,013	\$ 4,405,013	\$ 4,405,013	\$ 4,405,013	\$ 4,405,013
SB Formula Funds (Omnitrans)	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016
Total SB Apportionment Section 5307	\$ 17,450,029	\$ 17,450,029	\$ 17,450,029	\$ 17,450,029	\$ 17,450,029	\$ 17,450,029	\$ 17,450,029
Percentage Increase		0%	0%	0%	0%	0%	0%
FHWA CMAQ							
Total SB Apportionment	\$ 9,150,000	\$ 9,350,000	\$ 9,500,000	\$ 9,700,000	\$ 9,900,000	\$ 9,900,000	\$ 9,900,000
Omnitrans Approved Projects	\$ -	\$ -	\$ -	\$ 9,317,200	\$ 9,317,200	Projects Selection TBD	
Percentage Increase		2%	2%	2%	2%	0%	0%

(a) 1% Set-Aside thru all but last quarter of FY 2010 and 2% in FY 2011 for CTSA + \$500,000 for Training and Scholarships

(b) Unallocated carryover of STA and LTF funds to be used to offset potential transit fund decreases resulting from State budget crisis and/or for one-time costs.

Financially Constrained Operating Plan (Before Operating Subsidies)

Financial Information	Year 1 FY06	Year 2 FY07	Year 3 FY08	Year 4 FY09	Year 5 FY10	Year 6 FY11
Operating Expense						
Directly Operated Fixed Route Bus	\$ 58,723,532	\$ 61,502,410	\$ 63,698,526	\$ 66,168,736	\$ 70,782,846	\$ 74,357,266
Contracted Fixed Route Bus	\$ 906,905	\$ -	\$ -	\$ -	\$ -	\$ -
OmniLink Service	\$ 1,149,746	\$ 1,402,786	\$ 1,458,144	\$ 1,516,140	\$ 1,582,825	\$ 1,652,518
Access Service	\$ 8,785,994	\$ 10,433,454	\$ 10,841,681	\$ 11,269,481	\$ 11,759,642	\$ 12,271,740
Total Operating Expense	\$ 69,566,176	\$ 73,338,649	\$ 75,998,351	\$ 78,954,357	\$ 84,125,312	\$ 88,281,524
Operating Revenues						
Fixed Route Bus Fares	\$ 10,667,400	\$ 10,985,618	\$ 11,632,397	\$ 11,748,721	\$ 12,101,182	\$ 12,464,218
Demand Response Fares	\$ 1,117,110	\$ 1,114,980	\$ 1,110,113	\$ 1,120,714	\$ 1,143,128	\$ 1,165,991
Measure I Fare Subsidy	\$ 273,730	\$ 256,096	\$ 259,836	\$ 255,793	\$ 258,344	\$ 266,009
Measure I General Subsidy	\$ 5,066,597	\$ 5,392,368	\$ 5,714,545	\$ 6,063,309	\$ 6,425,370	\$ 7,084,691
Interest Revenue	\$ 405,809	\$ 412,302	\$ 418,898	\$ 425,601	\$ 434,113	\$ 442,795
Advertising Revenue	\$ 797,000	\$ 828,880	\$ 828,880	\$ 828,880	\$ 866,180	\$ 866,180
Total Operating Revenues	\$ 18,327,646	\$ 18,990,244	\$ 19,964,669	\$ 20,443,018	\$ 21,228,318	\$ 22,289,883
Fare Revenues By Service Type						
Directly Operated Fixed Route Bus	\$ 10,526,500	\$ 10,985,618	\$ 11,632,397	\$ 11,748,721	\$ 12,101,182	\$ 12,464,218
Contracted Fixed Route Bus	\$ 140,810	\$ -	\$ -	\$ -	\$ -	\$ -
OmniLink Service	\$ 54,240	\$ 54,240	\$ 50,036	\$ 50,036	\$ 51,037	\$ 52,058
Access Service	\$ 1,062,870	\$ 1,060,740	\$ 1,080,077	\$ 1,070,678	\$ 1,092,091	\$ 1,113,933

LTF Requirements for the Financially Constrained Plan

Financial Information	Year 1 FY06	Year 2 FY07	Year 3 FY08	Year 4 FY09	Year 5 FY10	Year 6 FY11
Gross Operating Expenses	\$ 69,566,176	\$ 73,338,649	\$ 75,998,351	\$ 78,954,357	\$ 84,125,312	\$ 88,281,524
Operating Revenues	\$ 18,327,646	\$ 18,990,244	\$ 19,964,669	\$ 20,443,018	\$ 21,228,318	\$ 22,289,883
Net Operating Expense	\$ 51,238,530	\$ 54,348,405	\$ 56,033,682	\$ 58,511,339	\$ 62,896,995	\$ 66,991,641
Less Capitalized Operations	\$ 9,031,310	\$ 11,577,607	\$ 12,176,154	\$ 11,141,706	\$ 11,686,039	\$ 12,281,817
LTF Operations Subsidy	\$ 42,207,220	\$ 42,770,798	\$ 43,857,528	\$ 47,369,633	\$ 51,210,956	\$ 53,709,824
Gross Capital Expenses	\$ 22,774,574	\$ 16,698,542	\$ 24,244,210	\$ 26,937,709	\$ 20,572,565	\$ 22,140,844
FTA 5307	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016
Reprogrammed FTA 5307	\$ 2,837,352	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ & JARC	\$ 894,086	\$ -	\$ 9,317,200	\$ 9,317,200	\$ -	\$ -
LTF Carryover for Capital	\$ 734,483	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -
STA	\$ 2,417,000	\$ 2,217,000	\$ 2,217,000	\$ 2,217,000	\$ 5,250,000	\$ 5,250,000
LTF Capital Subsidy	\$ 2,339,637	\$ 1,044,254	\$ 2,254,964	\$ 2,254,964	\$ -	\$ -
Total LTF Subsidy Required	\$ 44,546,857	\$ 43,815,052	\$ 46,112,492	\$ 49,624,597	\$ 51,210,956	\$ 53,709,824
Current Year LTF Revenues	\$ 44,236,857	\$ 42,011,052	\$ 46,112,493	\$ 49,624,597	\$ 52,972,328	\$ 54,722,817
LTF Carryover/Capital Reserve	\$ 310,000	\$ 1,804,000	\$ -	\$ -	\$ -	\$ -
Current Year LTF Balance	\$ -	\$ -	\$ -	\$ -	\$ 1,761,372	\$ 1,012,993
Cumulative LTF Balance	\$ -	\$ -	\$ -	\$ -	\$ 1,761,372	\$ 2,774,365

Revenues for the Six-Year Capital Plan

Capital Revenues	Year 1 FY06	Year 2 FY07	Year 3 FY08	Year 4 FY09	Year 5 FY10	Year 6 FY11	Six-Year Total
STA	\$ 2,417,000	\$ 2,217,000	\$ 2,217,000	\$ 2,217,000	\$ 5,250,000	\$ 5,250,000	\$ 19,568,000
LTF	\$ 2,339,637	\$ 1,044,254	\$ 2,254,964	\$ 2,254,964	\$ -	\$ -	\$ 7,893,819
LTF Carryover	\$ 734,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 734,483
FTA Section 5307	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 13,045,016	\$ 78,270,096
FTA Section 5307 (FY 02 CA-90-Y098)	\$ 2,837,352	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,837,352
CMAQ	\$ -	\$ -	\$ 9,317,200	\$ 9,317,200	\$ -	\$ -	\$ 18,634,400
JARC	\$ 423,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 423,836
CMAQ/Redlands Trolley	\$ 470,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,250
FTA Section 5310	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 507,000
Total Capital Revenues	\$ 22,774,574	\$ 16,306,270	\$ 26,834,180	\$ 26,834,180	\$ 18,295,016	\$ 18,295,016	\$ 129,339,236
Annual Capital Program (Shortfall)/Surplus	\$ -	\$ (392,272)	\$ 2,589,970	\$ (103,529)	\$ (111,374)	\$ (1,603,828)	\$ 378,968
Cumulative Capital Program (Shortfall)/Surplus	\$ -	\$ (392,272)	\$ 2,197,698	\$ 2,094,169	\$ 1,982,796	\$ 378,968	\$ 378,968

Six-Year Capital Plan – Constrained Plan

Project	2006	2007	2008	2009	2010	2011	Total
SERVICE EQUIPMENT	\$ 43,100	\$ 352,688	\$ 31,000	\$ -	\$ -	\$ 7,000	\$ 433,788
STOPS & ZONES	\$ 34,466	\$ 35,672	\$ 36,921	\$ 38,212	\$ 39,550	\$ 40,934	\$ 225,755
SERVICE VEHICLES	\$ 489,500	\$ 894,000	\$ 78,000	\$ 369,750	\$ 155,500	\$ 436,250	\$ 2,403,000
REPL. HEAVY DUTY COACHES	\$ 8,247,801	\$ -	\$ 6,548,487	\$ 8,828,142	\$ 5,376,252	\$ 2,841,862	\$ 23,392,743
EXPAN. HEAVY DUTY COACHES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REPL. MEDIUM DUTY COACHES	\$ -	\$ -	\$ -	\$ -	\$ 1,416,018	\$ -	\$ -
SECURITY	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 978,450
PREVENTIVE MAINTENANCE	\$ 7,885,149	\$ 11,321,532	\$ 11,916,079	\$ 10,878,631	\$ 11,418,964	\$ 12,010,742	\$ 65,431,097
OFFICE EQUIPMENT	\$ 15,000	\$ 15,525	\$ 16,068	\$ 16,631	\$ 17,213	\$ 17,815	\$ 98,252
CAPITALIZATION OF LEASES	\$ 89,000	\$ 93,000	\$ 97,000	\$ 100,000	\$ 104,000	\$ 108,000	\$ 591,000
MIS	\$ 844,121	\$ 436,200	\$ 682,569	\$ 864,600	\$ 362,910	\$ 3,732,861	\$ 6,933,261
SBX	\$ 300,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
FACILITY IMPROVEMENTS	\$ 356,447	\$ 465,000	\$ 144,937	\$ 1,560,593	\$ 106,678	\$ 6,500	\$ 2,640,155
TRANSIT ENHANCEMENTS	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 163,075	\$ 978,450
ALT. FUELING FACILITIES	\$ -	\$ 305,000	\$ 200,000	\$ -	\$ -	\$ 370,730	\$ 875,730
REVENUE EQUIPMENT	\$ 521,355	\$ -	\$ -	\$ -	\$ 499,173	\$ -	\$ 1,020,528
REPL. PARA VEHICLES	\$ 755,080	\$ 1,953,775	\$ 4,157,000	\$ 4,157,000	\$ -	\$ -	\$ 11,022,855
EXPAN. PARA VEHICLES	\$ 577,822						
TRANSCENTER DEVELOPMENT	\$ 1,415,497	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,415,497
MID VALLEY FACILITY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL CAPITAL	\$ 21,880,488	\$ 16,698,542	\$ 24,244,211	\$ 26,937,709	\$ 19,822,408	\$ 19,898,844	\$ 129,482,202
Redlands Trolley & JARC	\$ 894,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 894,086
GROSS CAPITAL	\$ 22,774,574	\$ 16,698,542	\$ 24,244,211	\$ 26,937,709	\$ 19,822,408	\$ 19,898,844	\$ 130,376,288

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2006-07¹

¹ FY 2006-07 Preliminary Budget, SCRRA

ESTIMATED ACTUAL OUTLAYS – FY 2006-07

(000's)

Program	FY 2006-07 Budget Authority	FY 2006-07 Estimated Actual Outlays
Operating Budget		
Train Operations	\$ 112,750.4	112,750.4
Maintenance of Way	22,048.4	22,048.4
Subtotal – Operating Budget	134,798.8	134,798.8
Capital Budget		
New Capital Projects	278,545.0	143,431.1
Renovation and Rehabilitation Projects	77,304.5	52,554.1
Subtotal – Capital Budget	355,849.5	195,985.2
Grand Total – FY 2006-07	\$ 490,648.3	330,784.0

FY 2006-07 BUDGET SOURCES AND USES BY MEMBER AGENCY
(\$000s)

Operating Budget	Total FY 2006-07	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds For Operating	\$61,506.0	45.6%	\$32,922.9	\$11,465.6	\$5,508.7	\$6,852.4	\$4,756.4	\$0.0
Operations	48,829.9	36.2%	25,695.3	9,331.7	4,864.0	5,005.5	3,933.5	-
Maintenance-of-Way	12,676.1	9.4%	7,227.5	2,133.9	644.7	1,846.9	822.9	-
Other Operating Revenues	\$73,292.8	54.4%	\$39,681.6	\$15,872.0	\$4,880.5	\$9,866.0	\$2,992.6	\$0.0
Farebox Revenue	59,290.8	44.0%	31,396.4	12,590.0	4,700.5	8,575.5	2,028.4	-
Non-Fare Operating Revenue	4,629.7	3.4%	2,403.5	1,240.3	180.0	315.3	490.5	-
MOW Revenues	9,372.3	7.0%	5,881.6	2,041.7	0.0	975.3	473.7	-
Total Funding Sources For Operating	\$134,798.8	100.0%	\$72,604.5	\$27,337.6	\$10,389.2	\$16,718.4	\$7,749.0	\$0.0

Total Operating Expenditures	\$134,798.8	100.0%	\$72,604.5	\$27,337.6	\$10,389.2	\$16,718.4	\$7,749.0	-
Operating Expenditures (Excludes MOW)	112,750.4	83.6%	59,495.3	23,162.0	9,744.5	13,896.2	6,452.4	-
Maintenance-of-Way	22,048.4	16.4%	13,109.2	4,175.7	644.7	2,822.2	1,296.6	-

Capital Budget	Total FY 2006-07	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds For Capital	\$201,753.9	56.7%	\$67,250.8	\$126,744.9	\$1,796.2	\$5,819.3	\$142.8	\$0.0
New Capital	165,731.4	46.6%	36,993.5	123,578.1	1,464.4	3,685.3	10.1	-
Rehabilitation/Renovation	36,022.6	10.1%	30,257.3	3,166.8	331.8	2,134.0	132.6	-
Other Capital Revenues	\$154,095.6	43.3%	\$390.4	\$64,608.9	\$31,480.7	\$27,224.1	\$3,330.3	\$27,061.3
Interest on Lease Proceeds	803.3	0.2%	-	-	-	-	-	803.3
Other Non-Member (includes insurance recoveries)	65.7	0.0%	-	-	-	-	-	65.7
State Funds	29,537.8	8.3%	45.4	10,867.7	-	-	-	18,624.7
Federal funds	123,422.2	34.7%	344.9	53,741.2	31,480.7	27,224.1	3,330.3	7,301.1
Amtrak Funds	0.0	0.0%	-	-	-	-	-	-
UPRR Funds	266.6	0.1%	-	-	-	-	-	266.6
Total Funding Sources For Capital	\$355,849.5	100.0%	\$67,641.2	\$191,353.7	\$33,276.9	\$33,043.4	\$3,473.0	\$27,061.3

Total Capital Expenditures	\$355,849.5	100.0%	\$67,641.2	\$191,353.7	\$33,276.9	\$33,043.4	\$3,473.0	\$27,061.3
New Capital	278,545.0	78.3%	37,383.9	176,794.8	29,667.9	22,189.3	19.9	12,489.2
Rehabilitation/Renovation	77,304.5	21.7%	30,257.3	14,559.0	3,609.0	10,854.1	3,453.1	14,572.0

Total Proposed Expenditures	\$490,648.3		\$140,245.6	\$218,691.4	\$43,666.1	\$49,761.8	\$11,222.1	\$27,061.3
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COMPARISON OF REVENUES
(\$000s)

	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06 Budget	FY 2006-07 Budget	Change from FY 06 Budget
Operating Revenues					
Farebox	\$44,588.3	\$47,808.2	\$51,785.7	\$59,290.8	14.5%
Dispatching Agreements	2,526.1	2,937.6	2,863.0	2,920.4	2.0%
Other Operating (1)	5,030.1	1,506.6	2,243.4	1,709.3	(23.8%)
Maintenance-of-Way	8,797.0	9,481.7	8,845.8	9,372.3	6.0%
Local Funds for Operating	40,221.7	51,237.6	55,397.7	61,506.0	11.0%
Subtotal Operating Revenues	\$101,163.2	\$112,971.8	\$121,135.6	\$134,798.8	11.3%
Percent of Total Revenues	70.3%	75.9%	32.1%	27.5%	
Capital Revenues					
State	\$14,182.6	\$5,491.5	\$29,306.0	\$29,537.8	0.8%
Federal	16,462.6	20,504.4	145,664.2	123,422.2	(15.3%)
Interest on Lease Proceeds	736.6	900.7	530.0	803.3	51.6%
Union Pacific Railroad/BNSF	0.0	773.2	479.2	266.6	(44.4%)
Amtrak	0.0	0.0	123.6	0.0	NA
Other Non-Member (includes insurance recoveries)	87.5	-22.2	5,682.0	65.7	(98.8%)
Local Funds for Capital	11,212.3	8,166.5	74,493.0	201,753.9	170.8%
Subtotal Capital Revenues	\$42,681.7	\$35,814.2	\$256,278.0	\$355,849.5	38.9%
Percent of Total Revenues	29.7%	24.1%	67.9%	72.5%	
Total Revenues	\$143,844.9	\$148,786.0	\$377,413.6	\$490,648.3	30.0%
Local Revenues as a Percent of Total	35.8%	39.9%	34.4%	53.7%	

(1) Other Revenues include one-time and other non-recurring sources.

**TOTAL AGENCY
EXPENDITURES BY EXPENSE TYPE
(\$000s)**

Operating Budget (Including MOW)	FY 03-04 Actual	FY 04-05 Actual	FY05-06 Budget	FY06-07 Budget	% of FY 06-07 Budget
Labor	\$11,441.5	\$12,107.5	\$13,255.2	\$13,825.5	10%
Purchased Transportation	36,056.8	38,574.6	42,105.8	45,644.7	34%
Services	17,249.7	18,807.2	18,527.8	20,521.0	15%
Utilities/Leases	2,836.3	3,701.9	3,657.3	4,106.4	3%
Maintenance-of-Way	12,615.2	13,431.3	14,877.3	15,296.7	11%
Insurance & Liability	5,374.6	6,348.3	9,540.0	11,235.0	8%
Other Expenses	8,602.5	12,383.7	11,431.6	16,172.4	12%
Indirect Agency Transfer to Operating	6,986.7	7,617.1	7,740.6	7,997.1	6%
Subtotal Operating Budget	\$101,163.2	\$112,971.8	\$121,135.6	\$134,798.8	100%

Capital Budget	FY 03-04 Actual	FY 04-05 Actual	FY05-06 Budget	FY06-07 Budget	% of FY 06-07 Budget
Labor	\$1,770.3	\$1,422.3	\$1,697.4	\$1,700.3	0%
Services	2,590.0	962.5	373.3	280.0	0%
Utilities/Leases	0.0	0.0	0.0	147.6	0%
Capital	33,887.8	31,653.6	253,193.4	352,640.3	99%
Other Expenses	303.1	105.5	168.3	228.3	0%
Indirect Agency Transfer to Capital	783.0	785.0	847.7	853.0	0%
Subtotal Capital Budget	\$39,334.2	\$34,929.0	\$256,280.1	\$355,849.5	100%

Total SCRRRA	FY 03-04 Actual	FY 04-05 Actual	FY05-06 Budget	FY06-07 Budget	% of FY 06-07 Budget
Labor	\$13,211.7	\$13,529.9	\$14,952.6	\$15,525.9	3%
Purchased Transportation	36,056.8	38,574.6	42,105.8	45,644.7	9%
Services	19,839.6	19,769.7	18,901.1	20,801.0	4%
Utilities/Leases	2,836.3	3,701.9	3,657.3	4,254.0	1%
Maintenance-of-Way	12,615.2	13,431.3	14,877.3	15,296.7	3%
Insurance & Liability	5,374.6	6,348.3	9,540.0	11,235.0	2%
Capital	33,887.8	31,653.6	253,193.4	352,640.3	72%
Other Expenses	8,905.6	12,489.3	11,599.8	16,400.7	3%
Indirect Agency Support Transfer	7,769.7	8,402.2	8,588.4	8,850.1	2%
Total SCRRRA Budget	\$140,497.3	\$147,900.8	\$377,415.7	\$490,648.3	100%

SIMI VALLEY TRANSIT

Financial Data FY2006-07 to FY2008-09

2006 Regional Transportation Improvement Program
Simi Valley Transit

Operating Budget (000's)	2006/07	2007/08	2008/09
Revenues			
Passenger Fares - Fixed Route	\$ 381,600	\$ 396,900	\$ 412,800
Passenger Fares - ADA Paratransit	\$ 96,800	\$ 102,600	\$ 108,800
Other	\$ 38,000	\$ 38,000	\$ 38,000
Interest	\$ -	\$ -	\$ -
Operating Assistance - State	\$ 1,907,100	\$ 2,292,100	\$ 2,447,500
Operating Assistance - Federal Capital	\$ 938,800	\$ 2,127,500	\$ 749,000
Planning Funds	\$ 56,800	\$ 21,000	\$ 13,000
Other Local Assistance	\$ 3,199,200	\$ 3,524,900	\$ 3,514,600
Total Revenues	\$ 6,618,300	\$ 8,503,000	\$ 7,283,700
Expenses			
Operations	\$ 3,421,500	\$ 4,838,700	\$ 3,402,300
Paratransit	\$ 1,602,100	\$ 1,921,800	\$ 2,211,200
Maintenance	\$ 696,800	\$ 817,700	\$ 717,700
Administration	\$ 897,900	\$ 924,800	\$ 952,500
Total Expenses	\$ 6,618,300	\$ 8,503,000	\$ 7,283,700

SOUTH COAST AREA TRANSIT

Financial Data FY2006-07 to FY2008-09

2006 Regional Transportation Improvement Program
South Coast Area Transit

Operating Budget (000's)	2006/07	2007/08	2008/09
Revenues			
Passenger Fares - Fixed Route	\$ 2,583,200	\$ 2,712,360	\$ 2,847,978
Passenger Fares - ADA Paratransit	\$ 174,000	\$ 179,220	\$ 184,597
Other	\$ 3,000	\$ 3,000	\$ 3,000
Interest	\$ 12,000	\$ 15,000	\$ 15,000
Operating Assistance - State	\$ 119,895	\$ 120,000	\$ 120,000
Operating Assistance - Federal Capital	\$ 2,631,000	\$ 2,736,240	\$ 2,818,327
Demonstration Projects - Federal	\$ 169,000	\$ 138,600	\$ 145,530
Planning Funds	\$ 553,600	\$ 570,208	\$ 587,314
Other Local Assistance	\$ 7,763,005	\$ 8,012,623	\$ 8,362,627
Total Revenues	\$ 14,008,700	\$ 14,487,251	\$ 15,084,374
Expenses			
Operations	\$ 7,280,800	\$ 7,499,224	\$ 7,874,185
Paratransit	\$ 1,893,600	\$ 1,950,408	\$ 2,008,920
Maintenance	\$ 2,356,500	\$ 2,474,325	\$ 2,548,555
Administration	\$ 1,360,500	\$ 1,428,525	\$ 1,499,951
Planning and Marketing	\$ 582,300	\$ 599,769	\$ 617,762
Insurance	\$ 535,000	\$ 535,000	\$ 535,000
Total Expenses	\$ 14,008,700	\$ 14,487,251	\$ 15,084,374

Appendix D

Regional Funding & Expenditure Tables

**2006 Regional Transportation Improvement Program
Expenditure Summary by Program Category**
(all figures in thousands)

Category	Regional Summary							Total	%
	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012			
Transit Improvement									
Bus Equipment or Capital Lease	79,423	30,829	90,271	27,625	12,831	0	240,979	1%	
Bus Vehicles Expansion	54,010	143,043	210,921	107,246	478	0	515,698	3%	
Commuter Rail Equipment	14,000	0	0	0	0	0	14,000	0%	
Commuter Rail Vehicles Expansion	29,071	89,567	0	0	0	0	118,638	1%	
Intercity/Heavy Rail Extension	886	0	65,114	0	0	0	66,000	0%	
Light Rail Extension	216,421	472,979	169,383	82,500	0	0	941,283	5%	
Light Rail Vehicles Expansion	26,537	12,034	0	0	0	0	38,571	0%	
Non-Capacity Improvement	110,152	41,507	37,164	33,287	1,162	0	223,272	1%	
Transit Equipment, Structures, Facilities	205,580	40,006	25,894	7,162	246,500	0	525,142	3%	
Transit Improvement Subtotal	736,080	829,965	598,747	257,820	260,971	0	2,683,583	14%	
Transit Operations & Maintenance									
Bus Operations	418,226	278,943	288,587	290,698	323,691	42,169	1,642,314	8%	
Bus Vehicles Rehab/Replace	284,401	267,119	258,648	225,546	31,941	0	1,067,655	5%	
Intercity/Heavy Rail Operations	63,290	25,660	32,605	26,000	0	0	147,555	1%	
Intercity/Heavy Rail Vehicles Rehab/Replace	471	260	271	0	0	0	1,002	0%	
Paratransit	86,312	136,612	125,086	44,289	35,134	830	428,263	2%	
Transit O&M Subtotal	852,700	708,594	705,197	586,533	390,766	42,999	3,286,789	17%	
Highway Improvement									
Auxiliary, Passing, Truck Climbing Lane	4,726	1,000	2,600	700	7,000	0	16,026	0%	
Bridge Improvement	114,802	197,167	255,965	127,744	144,182	2,483	842,343	4%	
Capacity Improvement (State Highway)	177,525	215,202	292,614	179,398	82,073	0	946,812	5%	
Capacity Improvement (Local Highway)	383,833	204,633	189,894	358,349	135,358	58,184	1,330,251	7%	
Grade Separations	203,239	125,340	196,606	15,618	22,000	36,000	598,803	3%	
HOV Lanes	565,778	1,282,677	967,158	490,266	232,958	38,188	3,577,025	18%	
Interchange, ramps, over/undercrossing	620,483	431,337	506,863	442,737	225,188	53,835	2,280,443	12%	
Non-Capacity Improvement (State Highway)	11,514	8,342	100	1,410	390	275	22,031	0%	
Non-Capacity Improvement (Local Highway)	66,846	47,071	12,775	7,432	5,266	0	139,390	1%	
Highway Improvement Subtotal	2,148,746	2,512,769	2,424,575	1,623,654	854,415	188,965	9,753,124	50%	
Highway Operations & Maintenance									
SHOPP Operations	60,803	97,791	68,801	217,291	0	0	444,686	2%	
SHOPP Rehabilitation	290,821	481,802	51,961	315,253	0	0	1,139,837	6%	
SHOPP Safety	166,389	124,651	83,709	184,418	9,754	0	568,921	3%	
Road Rehab/Replace (non-SHOPP)	128,350	85,907	82,265	24,260	60,832	0	381,614	2%	
Safety Improvements (non-SHOPP)	25,606	5,555	3,593	200	400	0	35,354	0%	
Soundwalls	41,848	24,273	35,519	33,707	0	0	135,347	1%	
Highway O&M Subtotal	713,817	819,979	325,848	775,129	70,986	0	2,705,759	14%	
ITS, TDM, and Non-Motorized									
ITS	122,423	101,693	50,148	4,127	0	0	278,391	1%	
Bicycle and Pedestrian Facilities	101,820	53,742	78,161	37,471	4,944	0	276,138	1%	
Rideshare	2,891	8,201	8,277	450	450	0	20,269	0%	
TDM, Park and Ride (excl. ridematching)	70,332	30,324	15,925	70,057	443	0	187,081	1%	
ITS, TDM, and Non-Motorized Subtotal	297,466	193,960	152,511	112,105	5,837	0	761,879	4%	
Other									
Administration, Admin. Facilities, Veh., Misc.	136,203	40,585	29,765	15,031	8,170	0	229,754	1%	
Ferry Service	1,474	815	846	0	0	0	3,135	0%	
Land Acquisition	12,817	1,127	160	0	0	0	14,104	0%	
Landscaping	11,619	7,079	10,742	1,345	0	0	30,785	0%	
Transportation Enhancement Activites	13,774	12,663	5,632	8,143	2,874	0	43,086	0%	
Other Subtotal	175,887	62,269	47,145	24,519	11,044	0	320,864	2%	
Various Agencies Lump Amounts	17,070	1,060	900	0	0	0	19,030	0%	
Total	4,941,766	5,128,596	4,254,923	3,379,760	1,594,019	231,964	19,531,028	100%	

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
REGIONAL SUMMARY

FUND TYPE	DESCRIPTION	YEAR			TOTAL
		2006/2007	2007/2008	2008/2009	
FEDERAL					
CBIP	FHWA Corridors & Border Program	500	0	0	500
CM	Congestion Mitigation Air Quality	207,588	184,442	141,406	533,436
HBRR-L	Bridge- Local	93,401	58,480	114,217	266,098
HBRR-S (SHOPP)	Bridge - State	34,336	96,820	320,040	451,196
I	Interstate	0	0	0	0
IM	Interstate Maintenance	1,672	0	0	1,672
IM-HR4818	Interstate Maintenance - HR4818	0	0	0	0
IM-IIP	Interstate Maintenance-IIP	0	0	0	0
IM-RIP	Interstate Maintenance-RIP	0	0	0	0
IM-SHOPP	Interstate Maintenance-SHOPP	26,823	50,401	0	77,224
NH	National Highway System	1,155	0	0	1,155
	National Highway System - Grandfather				
NH-GIIP	IIP	0	0	0	0
	National Highway System - Grandfather				
NH-GRIP	RIP	145	0	0	145
NH-IIP	National Highway System-IIP	0	0	10,300	10,300
NH-RIP	National Highway System - RIP	0	0	7,622	7,622
NH-SHOPP	National Highway System - SHOPP	383,320	609,514	123,523	1,116,357
SEC 115	Section 115	750	0	1,000	1,750
NSBP	Nat'l Scenic Byways Program	1,079	60	0	1,139
	Surface Transportation Program AB				
STP3090	3090	0	0	0	0
STP4818	Surface Transportion - HR 4818	331	0	0	331
STP	Surface Transportation Program	700	0	0	700
STP-IIP	Surface Transportation Program-IIP	17,000	0	0	17,000
STP-IIP.AB3090	IIP AB 3090	4,699	0	0	4,699
STP-RIP	Surface Transportation Program-RIP	0	0	276	276
	Surface Transportation Program-RIP AB				
STP-RIP AB 3090	3090	26,625	0	0	26,625
STP-SHOPP	Surface Transportation Program-SHOP	66,950	78,653	96,335	241,938
STPE-I	STP Enhancement - IIP	817	11,294	4,505	16,616
STPE-L	STP Enhancement- LOCAL	0	0	0	0
STPE-PRIOR	STP Enhance-Prior RIP	1,796	0	0	1,796
STPE-R	STP Enhancement-RIP	19,993	22,597	25,037	67,627
STPE-S	STP ENHANCE - STATE TEA	0	0	0	0
STPE-SH	STP ENHANCE-SHOPP TEA	1,411	0	0	1,411
STPG-L	STP Hazard Safety	0	0	0	0
STPL	STP Local	90,412	67,981	75,517	233,910
STPL-R	STP Local Regional	65,416	144,745	108,042	318,203
STPR	STP Railroad	350	0	0	350
	Total	\$1,047,269	\$1,324,987	\$1,027,820	\$3,400,076
					0
FED. MISC.					0
1112	Recreational Trails	903	0	0	903
5207	Intelligent Transportation System	7,702	862	0	8,564
5394	Rogan HR	0	7,787	0	7,787

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
REGIONAL SUMMARY

FUND TYPE	DESCRIPTION	YEAR			TOTAL
		2006/2007	2007/2008	2008/2009	
AMTRAK	AMTRAK	0	0	0	0
BIA	Bureau of Indian Aff.	1,460	0	0	1,460
CDBG	Community Development Block Grant	0	0	0	0
DEMO	Demonstration - Pre ISTE A	5,876	750	0	6,626
DEMOAC	SAFETEA-LU ALAMEDA CORRIDOR	9,900	10,000	1,100	21,000
DEMISTE	Demonstration - ISTE A	4,955	1,000	572	6,527
DEMOT21	Demonstration - Tea 21	87,245	23,222	11,565	122,032
DEMOST	Demonstration - SAFETEA-LU	139,008	105,281	212,581	456,870
DOC	Department of Commerce	0	0	0	0
DOD	Defense Funds	0	0	0	0
EDA	EDA Grant	8	8	0	16
ER-LOC	Emergency Repair - Local	0	0	0	0
FLH	Forest HWY	15,594	85	0	15,679
HPP-ACC	Demo SAFETEA-LU Advance Construction	0	4,920	5,240	10,160
HUD	Housing & Urban Dev.	3,000	371	371	3,742
PLH	Public Land Hwys	0	8,659	0	8,659
PNRS	Projects of National Regional Significance (SAFETEA-LU_	0	35,100	66,400	101,500
TCSP	Trans & Comm & Sys Presrv Pilot Prog	2,900	0	0	2,900
Total		\$ 278,551	\$ 198,045	\$ 297,829	\$774,425
FTA					0
FTA3037		0	0	0	0
FTA5307	FTA UZA Area	394,772	279,866	242,845	917,483
FTA5307-OP	FTA UZA Operating	9,523	5,411	6,173	21,107
FTA5309-FG	FTA Fixed Guideway	46,352	55,110	52,906	154,368
FTA5309-NR	FTA New Rail Starts	110,257	85,767	85,896	281,920
FTA5309-BUS	FTA Bus Discretionary	61,510	27,914	26,589	116,013
FTA5310	FTA Elderly/Disabled	4,113	400	400	4,913
FTA5311	FTA Rural	1,616	805	791	3,212
FTA 5313	State Plng & Research	0	0	0	0
Total		\$628,143	\$455,273	\$415,600	\$1,499,016
STATE					0
DS-NG-G	Garvee Debt Service	8,614	8,612	8,614	25,840
BOND		0	0	0	0
MATCH	State Match	0	0	0	0
PTA-PRI	Public Transit Accout-Prior STIP	1,523	0	0	1,523
PTA- IIP	Public Transit Accout-IIP	8,585	7,000	26,917	42,502
PTA- RIP	Public Transit Accout-RIP	56,037	350,197	148,690	554,924
SC3090	State Cash (AB3090)	0	4,161	0	4,161
ST-CASH	State	27,315	8,400	0	35,715
ST-CASH3	State Cash AB 3090	0	3,666	0	3,666
ST-CASH GI	State Cash - Grandfathered IIP	10,092	10,580	16,639	37,311
ST-CASH-IIP	State - IIP	17,815	10,644	65,246	93,705
STCASHP	State Cash - Prior	2,483	0	0	2,483
ST-CASH-RIP	State - RIP	228,814	353,558	471,279	1,053,651
STCASH-SHOPP	State Cash - Shopp	0	0	0	0
TCRF	Traffic Congestion Relief Fund	185,468	114,860	120,426	420,754

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
REGIONAL SUMMARY

FUND TYPE	DESCRIPTION	YEAR			TOTAL
		2006/2007	2007/2008	2008/2009	
TPD	Transportation Plan & Development	0	0	0	0
	Total	\$546,746	\$871,678	\$857,811	\$2,276,235
STATE MISC.					0
					0
AB2766	State AB2766	175	191	144	510
CMOYER	Carl Moyer - CARB Grant Funds	0	0	0	0
ER-STATE	Emergency Repair - State	1,710	900	900	3,510
P116	Proposition 116	0	0	0	0
SLP	State Local Partnership	0	0	0	0
S-PARK	State Park Funds	0	0	0	0
ST-SPR	Partnership Planning	232	0	0	232
STA-PUC	State PUC	6,500	3,200	0	9,700
STAL-S	State Legislature - State	750	0	0	750
STA	State Transit Assistance	23,353	2,624	999	26,976
UNIV	State University	590	0	0	590
	Total	\$33,310	\$6,915	\$2,043	\$42,268
LOCAL FUNDING					0
					0
AGENCY	Agency	288,649	414,036	178,054	880,739
AGENCY-ADV CONST	Agency - Adv Construction	0	0	0	0
AIR	Air Board	87	56	56	199
BENEFIT	Benefit Assessment District	0	0	0	0
BONDL	Bonds Local	3,960	9,631	5,334	18,925
CITY	City Funds	326,660	263,217	335,435	925,312
CO	County	106,657	30,578	36,752	173,987
DEV FEE	Developer Fees	30,571	17,782	22,027	70,380
FARE	Fares	26,065	3,252	2,506	31,823
FEE	Fees	14,940	2,400	5,121	22,461
GRV-NH	National Highway System (GARVEE)	26,601	26,600	26,600	79,801
GRV-STP	Surface Transportation Program (Garvee)	0	0	0	0
GEN	General Funds - Locally Generated	25,487	23,692	21,341	70,520
INV	Investment Income	0	0	0	0
LOC-AC	Local Advance Construction	10,582	320	0	10,902
LTF		292,173	189,253	107,912	589,338
MELLO	Mello Roos	0	7,050	100	7,150
ORA-BCK	Orange County Measure M - Turnback	0	0	0	0
ORA-FWY	Orange County Measure M - Freeway	0	0	150,000	150,000
ORA-GM	Orange County Measure M - GMA	1,755	3,157	200	5,112
ORA-IIP	Orange County Measure M - IIP	7,620	2,477	0	10,097
ORA-PAH	Orange County Measure M - MPAH	20,496	9,509	6,722	36,727
ORA-RIP	Orange County Measure M - Reg I/C	13,316	610	1,040	14,966
ORA-SIP	Orange County Measure M - Signals	0	0	0	0

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
REGIONAL SUMMARY

FUND TYPE	DESCRIPTION	YEAR			TOTAL
		2006/2007	2007/2008	2008/2009	
ORA-SSP	Orange County Measure M - SMARTST	16,184	4,400	0	20,584
ORA-TDM	Orange County Measure M - TDM	0	0	0	0
ORA-TRN	Orange County Measure M - Transit	14,000	17,270	24,000	55,270
P-TAX	Property Tax	0	0	0	0
PC	Los Angeles County Proposition "C"	0	0	0	0
PC10	Los Angeles County Proposition "C10"	53,459	3,373	104	56,936
PC20	Los Angeles County Proposition "C20"	5,747	1,520	699	7,966
PC25	Los Angeles County Proposition "C25"	246,818	637,203	122,879	1,006,900
PC40	Los Angeles County Proposition "C40"	47,464	17,250	48,537	113,251
PC5	Los Angeles County Proposition "C5"	370	0	0	370
PORT	Port Funds	6,906	36,825	38,972	82,703
PROPA	Los Angeles County Proposition "A"	27,967	363	369	28,699
PROPALR	Local	4,555	964	1,214	6,733
PVT	Private	233,064	128,224	112,415	473,703
RED	Redevelopment Funds	11,908	26,350	13,200	51,458
TDA	Transportation Development Act	270,609	276,971	278,694	826,274
TDA3	TDA Article 3	3,024	8	8	3,040
TDA4	TDA Article 4	125,072	1,596	751	127,419
TDA45	TDA Article 4.5	8,744	0	0	8,744
TDA8	TDA Article 8	0	0	0	0
TRA FEE	Traffic Impact Fees	0	0	0	0
XORA	Orange County Measure M	0	0	0	0
WRVTUM	Western Riv TUMF	54,780	31,197	33,244	119,221
XRIV	Riverside County Sales Tax	32,874	10,607	11,889	55,370
XSBD	San Bernardino County Measure I	48,583	73,957	67,645	190,185
	Total	\$2,407,747	\$2,271,698	\$1,653,820	\$6,333,265
GRAND TOTAL		\$4,941,766	\$5,128,596	\$4,254,923	\$14,325,285

Southern California Association of Government
2006 Regional Financial Plan
(in \$000's)

Revenue versus Programmed	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (Includes Minor A Program)	\$0	\$0	\$0	\$0
STIP	\$27,560	\$7,700	\$2,204	\$37,464
Local Assistance				
Congestion Mitigation and Air Quality	\$32,928	\$68,081	\$109,189	\$210,198
Regional Surface Transportation Program	\$42,249	\$4,538	\$37,546	\$84,333
Highway Bridge Replacement and Rehabilitation Program	\$290	\$1	\$865	\$1,156
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0
Other Federal Highway Programs				
Federal Lands Highway Program	\$0	\$717	\$3,283	\$4,000
Bridge Discretionary Program	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$250	\$0	\$0	\$250
Recreational Trails	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$42,890	\$14,703	\$13,472	\$71,065
Emergency Relief Program	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$1,192	\$0	\$0	\$1,192
Federal Transit Administration Funds				
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$17,638	\$17,528	\$17,460	\$52,626
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$0	\$0	\$0	\$0
5309(b) - New Starts	\$0	\$0	\$0	\$0
5309(c) - Bus Allocation	\$1,850	\$2,000	\$2,000	\$5,850
5310 - Elderly & Persons with Disabilities Formula Program	\$950	\$950	\$950	\$2,850
5311 - Nonurbanized Area Formula Program	\$1,001	\$2,028	\$2,204	\$5,233
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0
Other State Funds				
Traffic Congestion Relief Program	\$42,684	\$70,172	\$0	\$112,856
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$21,646	\$7,924	\$6,924	\$36,494
Local Funds	\$1,883,982	\$1,867,888	\$2,426,735	\$6,178,605
Total Revenue versus Programmed	\$2,117,110	\$2,064,230	\$2,622,832	\$6,804,172

*STIP-RIP funds include funds from 2006/07 ROW Allocation Plan and Status of Unallocated FY 2005/06 Projects

Southern California Association of Government
2006 Regional Financial Plan
(in \$000's)

Programmed	2006/07	20007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP	\$540,155	\$843,788	\$539,898	\$1,923,841
STIP	\$431,639	\$808,909	\$811,725	\$2,052,273
STIP-RIP	\$291,224	\$728,895	\$637,615	\$1,657,734
2006/07 ROW Allocation Plan	\$9,654	\$0	\$0	\$9,654
Status of Unallocated FY 2005/06 Projects	\$8,279	\$0	\$0	\$8,279
STIP-RIP - prior commitments	\$27,447	\$166	\$0	\$27,613
STIP-IIP	\$48,446	\$19,357	\$117,968	\$185,771
STIP-IIP - TE	\$817	\$11,294	\$4,505	\$16,616
STIP-RIP - TE	\$19,993	\$22,597	\$25,037	\$67,627
Local Assistance				
Congestion Mitigation and Air Quality	\$207,588	\$184,442	\$141,406	\$533,436
Regional Surface Transportation Program	\$155,828	\$212,726	\$183,559	\$552,113
Highway Bridge Replacement and Rehabilitation Program	\$93,401	\$58,480	\$114,217	\$266,098
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$350	\$0	\$0	\$350
Other Federal Highway Programs				
Federal Lands Highway Program	\$15,594	\$3,368	\$0	\$18,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$500	\$0	\$0	\$500
Recreational Trails	\$903	\$0	\$0	\$903
Transportation and Community and System Preservation Pilot Program	\$2,900	\$0	\$0	\$2,900
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,079	\$60	\$0	\$1,139
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$246,984	\$180,113	\$297,298	\$717,255
Emergency Relief Program	\$900	\$900	\$900	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$16,778	\$14,404	\$1,371	\$32,553
Federal Transit Administration Funds				
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$404,295	\$285,277	\$249,018	\$938,590
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$46,352	\$55,110	\$52,906	\$154,368
5309(b) - New Starts	\$110,257	\$85,767	\$85,896	\$281,920
5309(c) - Bus Allocation	\$61,510	\$27,914	\$26,589	\$116,013
5310 - Elderly & Persons with Disabilities Formula Program	\$4,113	\$400	\$400	\$4,913
5311 - Nonurbanized Area Formula Program	\$1,616	\$805	\$791	\$3,212
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0
Other State Funds				
Traffic Congestion Relief Program	\$185,468	\$114,860	\$120,426	\$420,754
ST-SPR Partnership Planning	\$232	\$0	\$0	\$232
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$32,178	\$6,015	\$1,143	\$39,336
Local Funds	\$2,381,146	\$2,245,098	\$1,627,220	\$6,253,464
TDA	\$595,256	\$772,053	\$423,409	\$1,790,718
Sales Tax Measure	\$353,401	\$289,182	\$291,342	\$933,925
Other (Misc. Local funds))	\$1,432,489	\$1,183,863	\$912,469	\$3,528,821
Total Programmed	\$4,941,766	\$5,128,596	\$4,254,923	\$14,325,285

Southern California Association of Government
2006 Regional Financial Plan
(in \$000's)

Revenue	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (Includes Minor A program)	\$540,155	\$843,788	\$539,898	\$1,923,841
STIP (per CTC Green Book and CTC Resolution) (sum of all STIP below)	\$459,199	\$816,609	\$813,929	\$2,089,737
STIP-RIP	\$288,727	\$726,883	\$635,030	\$1,650,640
2006/07 ROW Allocation Plan	\$34,729	\$0	\$0	\$34,729
Status of Unallocated FY 2005/06 Projects	\$17,629	\$0	\$0	\$12,010
STIP-RIP - prior commitments	\$26,625	\$798	\$3,300	\$30,723
STIP-IIP	\$48,446	\$25,558	\$117,148	\$191,152
STIP-IIP - TE	\$817	\$12,793	\$4,505	\$18,115
STIP-RIP - TE	\$19,993	\$22,597	\$25,037	\$67,627
Local Assistance				
Congestion Mitigation and Air Quality	\$240,516	\$252,523	\$250,595	\$743,634
Regional Surface Transportation Program	\$198,077	\$217,264	\$221,105	\$636,446
Highway Bridge Replacement and Rehabilitation Program (per 3/23/06 Caltrans list for Lump sum & line item listings)	\$93,691	\$58,481	\$115,082	\$267,254
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$350	\$0	\$0	\$350
Other Federal Highway Programs				
Federal Lands Highway Program	\$15,594	\$4,085	\$3,283	\$22,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$750	\$0	\$0	\$750
Recreational Trails	\$903	\$0	\$0	\$903
Transportation and Community and System Preservation Pilot Program	\$2,900	\$0	\$0	\$2,900
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,079	\$60	\$0	\$1,139
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance SAFETEA-LU (\$165,302,890)	\$290,774	\$190,956	\$306,590	\$788,320
	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$18,925	\$14,404	\$1,371	\$33,745
Federal Transit Administration Funds				
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$421,933	\$302,805	\$266,478	\$991,216
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$46,352	\$55,110	\$52,906	\$154,368
5309(b) - New Starts	\$110,257	\$85,767	\$85,896	\$281,920
5309(c) - Bus Allocation	\$63,360	\$29,914	\$28,589	\$121,863
5310 - Elderly & Persons with Disabilities Formula Program	\$5,063	\$1,350	\$1,350	\$7,763
5311 - Nonurbanized Area Formula Program (per Caltrans/SAFETEA-LU Sheet estimated appt.)	\$2,617	\$2,833	\$2,995	\$8,445
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0
Other State Funds				
Traffic Congestion Relief Program (per Draft June 6 CTC TCRP Allocation Plan)	\$228,152	\$185,032	\$120,426	\$533,610
Other (Describe)	\$53,824	\$13,939	\$8,067	\$75,830
Local Funds	\$4,265,128	\$4,112,986	\$4,053,955	\$12,432,069
TDA	\$678,753	\$686,849	\$717,263	\$2,082,865
Local Sales Tax	\$1,750,558	\$1,833,241	\$1,927,424	\$5,511,223
Other (Misc. Local funds)	\$1,835,817	\$1,592,896	\$1,409,268	\$4,837,981
Total Revenue	\$7,058,644	\$7,188,066	\$6,872,675	\$21,119,385

Appendix E

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first three years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

- Step 1 The CTC's/IVAG have established that projects programmed in the first three years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.
- Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.
- Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity

findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.332

“If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP”

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first three years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.
- Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.
- Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

Appendix F

Amendment Approval Procedures

Amendment Approval Procedures – SCAG Executive Director Authority

The Regional Council hereby grants authority to SCAG's Executive Director to approve Regional Transportation Improvement Program (RTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved RTIP. These amendments must meet the following criteria:

- changes that do not affect the regional emissions analysis
- changes that do not affect the timely implementation of the Transportation Control Measures
- changes that do not adversely impact financial constraint
- changes that are consistent with the adopted Regional Transportation Plan

All other amendments must be approved by the Regional Council.